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ABSTRACT

The fifth of eight delegate workbooks prepared for the May, 1977 White House Conference on Handicapped Individuals contains ballots for the workshop on the architectural, transportation and communication problems of handicapped persons. The ballots are designed to enable delegates to assign priorities to various issues and proposals in a way that reflects conclusions of state and territorial conferences. The following issues are among those considered: enforcement of existing architectural accessibility requirements; accessible housing for handicapped persons; paratransit (door to door service) for disabled persons; pricing of specially equipped personal vehicles; training programs for communication facilitators; and standards for communications systems and devices. For each such topic, multiple proposals, to which delegates must assign priorities, are listed. For example, suggested ways in which handicapped individuals can increase architectural accessibility include compliance boards, public education programs, citizen review groups and political action. (GW)

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ED141977

THE WHITE HOUSE CONFERENCE ON HANDICAPPED INDIVIDUALS

DELEGATE WORKBOOK

WORKSHOP V SOCIAL CONCERNS (3)

ARCHITECTURAL
TRANSPORTATION
COMMUNICATIONS

U.S. DEPARTMENT OF HEALTH,
EDUCATION & WELFARE
NATIONAL INSTITUTE OF
EDUCATION

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WASHINGTON, D.C., MAY 23-27, 1977

EC 101190

LEGISLATIVE HISTORY

The White House Conference on Handicapped Individuals was authorized by Public Law 93-516, the Vocational Rehabilitation Act of 1973, as amended in 1974. Title III of the Act declared, "It is of critical importance to this Nation that equality of opportunity, equal access to all aspects of society and equal rights guaranteed by the Constitution of the United States be provided to all individuals with handicaps."

The measure was passed and approved by both House and Senate in November, 1974 and signed into Law by President Ford in December, 1974. Title III, sections 300-306, P.L. 93-516, is called the "White House Conference on Handicapped Individuals Act."

MISSION STATEMENT

The mission of the White House Conference on Handicapped Individuals is comprised of three goals:

- to provide a national assessment of problems and potentials of individuals with mental or physical handicaps;
- to generate a national awareness of these problems and potentials; and
- to make recommendations to the President and Congress which, if implemented, will enable individuals with handicaps to live their lives independently, with dignity and with full participation in community life to the greatest degree possible.

THE PROCESS

Officially the White House Conference commences on Monday evening, May 23rd. Whether you are an official (voting) delegate or an observer, it is important that you pre-register. By doing so, you will expedite your own check-in and room assignment at the Sheraton-Park and receipt of your official participant documentation. Registration and securing of registration materials will extend from 8:30 a.m. to 7:00 p.m. on the 23rd. The first evening's event is scheduled for 7:30 to 9:00 p.m., and will feature greetings from President Carter. Immediately after the opening ceremony, there will be a cabaret featuring disabled professional entertainers and lasting from 9:00 to 11:30 p.m.

Tuesday, May 24th, the Conference business begins with workshops that will consider issues and alternative recommendations. The morning and afternoon discussion sessions will be divided according to Concern and topic designation, following the format listed in this workbook. All delegates will be assigned to specific sessions to insure full discussion of all topics and maximum utilization of available space. That evening, each State delegation will hold a caucus to discuss and cast votes on issues and recommendations.

Each State has assigned delegates to every session of the Conference. They report to their respective delegations the subjects, points of discussion, favored recommendations and State positions on the issues. Additional sessions will be conducted Wednesday morning and afternoon and Thursday morning, and are followed by State caucuses Wednesday evening and Thursday afternoon.

Thursday afternoon features a closing session to present recommendations and their implications. On Friday morning a full report will be available on the recommendations under each of the Conference's 25 Topical areas for everyone attending the White House Conference.

The major task then of delegates at the White House Conference will be to discuss the merits and implications of specific issues and recommendations as identified through State and Territorial Conferences and seminars and prioritize the recommendations that best combine to solve each issue. Voting by delegates will be computerized so that complete results will be available on the final day of the National Conference.

The Conference also will offer the opportunity for minority reports or general expressions to be presented Tuesday and Wednesday evenings at open forums. Verbal comments must be limited to three minutes. Written documentation must not be longer than three single-spaced pages. Participants will be taken in the order of registration. A registration booth will be open from 8:00 a.m. to 5:00 p.m. Tuesday and Wednesday in the hotel lobby.

Observers at the Conference are asked to abide by certain ground rules. Only official delegates are eligible to discuss issues and vote on recommendations. While observers may not discuss the issues at the various sessions, they are welcome to discuss topics with delegates during meal breaks and when official sessions are not being conducted. Observers will be surveyed on a variety of matters at the end of the Conference.

The closing session of the Conference will take place Thursday afternoon. It will include a Congressional reception to which everyone is invited. This will be your chance to meet the members of Congress and Federal officials on a personal basis. And, despite the possible fatigue resulting from several days of intense activity, it will be a time for reflecting on the meaning of this most significant event and preparing for the work of implementation that must follow.

**Delegate and Participant Statements
From State White House Conferences**

"This is the first big opportunity for handicapped individuals to give testimony on problems that directly affect their lives, and many have solutions which our legislators need to be aware of. Now we can address ourselves to the basic problems and start solving them through a united effort, with all the government agencies working, together with consumers, toward the same end."

Joan Glance Fernandes
Lamar, Texas

"The purpose of these meetings is to hear from the handicapped themselves about their problems and needs. Of the 300 persons who attended the regional conference, 150 were handicapped, about 75 were parents of handicapped persons and another 75 were professional people who work in programs for handicapped individuals. That was a very good representation."

John Winters
Northwest Florida Society for
Crippled Children and Adults
Pensacola, Florida

"I have attended hundreds of conferences, but this was my first experience at a large conference for handicapped people. From my observations of the Colorado White House Conference, I would say that other groups could take a lesson from these people in their earnest endeavors to accomplish a meaningful and productive experience for each person in attendance. In spite of their handicaps, they did just that."

Mrs. Elaine Clearfield
Denver, Colorado

"Most importantly, the work of the White House Conference should be seen as just a beginning in the fight to erase the barriers that traditionally have troubled handicapped people. We're not looking at this as a one-shot thing. This is something that will be continued."

Ms. Marianne Fields
Cincinnati, Ohio

"I'm elated to be elected a delegate to the White House Conference in Washington. This is a stepping-stone. It's the first conference of which we, as disabled individuals, hope to have many."

LeRoy Wells
La Crosse, Wisconsin

"Handicapped people have been silent for a long time about the discrimination they face every day in areas such as employment, health care, education, housing and recreation. We look at the White House Conference as our chance to be heard."

Jack Martin
Seattle, Washington

Many of us feel that the handicapped in America have a unique opportunity through the White House Conference. With its pre-conference activities on the local and State level, it gives us a real chance to have input in keeping with the American system. If we are willing to accept our share of responsibility for community action, we can, and will, improve our own lot in life and that of future generations."

Bill Kiser
Winston-Salem, North Carolina

"The West Virginia White House Conference was a very productive meeting. It gave handicapped persons a chance to voice their problems concerning medical, financial, insurance and job needs. Hopefully, it will provide an impetus for legislation at the national level to benefit handicapped people."

Joe Yaneris
Webster Springs, West Virginia

"I am pleased there will be an opportunity for Minnesota's handicapped persons to contribute to the White House Conference in Washington. The statement of the experience and needs of handicapped people in our State has much to offer the National decision-makers."

Gov. Wendell Anderson
Minneapolis, Minnesota

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PREVENTION
PSYCHOLOGICAL ADJUSTMENT

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RESEARCH
TECHNOLOGY

WORKSHOP III EDUCATIONAL CONCERNS

PRE-SCHOOL
SCHOOL-AGE
POST-SCHOOL

WORKSHOP IV SOCIAL CONCERNS (2)

ATTITUDES
RECREATION
CULTURAL

WORKSHOP V SOCIAL CONCERNS (3)

ARCHITECTURAL
TRANSPORTATION
COMMUNICATIONS

WORKSHOP VI ECONOMIC CONCERNS

EMPLOYMENT
ECONOMIC OPPORTUNITY
ECONOMIC SECURITY

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SOCIAL CONCERNS

Ballot: Issue SOC V-2

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC V-2 SOCIAL CONCERNS—ARCHITECTURAL ACCESSIBILITY

What can be done to more effectively implement and enforce existing architectural accessibility requirements (laws, standards, codes, etc.)?

A. STATE COMPLIANCE BOARDS

Each State should establish a State accessibility compliance board or enforcement agency with adequate funding and disabled consumer participation for the purpose of approving or disapproving all plans for public-use buildings, enforcing existing architectural accessibility laws, disseminating information, granting waivers, and investigating citizen complaints of violations.

A () () ()

B. IMPROVED ENFORCEMENT PROCEDURES AND PERSONNEL

At all levels of government, more adequate enforcement procedures and more and better trained inspection personnel are needed to assure strict compliance with architectural accessibility laws, including surveys to assess the extent of compliance in urban and rural areas, and an adequate legal staff to carry out enforcement responsibilities.

B () () ()

C. MORE EFFECTIVE FEDERAL COMPLIANCE BOARD

At the Federal level, there should be a more effective Architectural and Transportation Barriers Compliance Board (ATBCB) which includes consumer membership on the board; funding and staff to do surveys, field inspections and review plans; and a well publicized complaint procedure to handle charges of non-compliance.

C () () ()

D. LOCAL COMPLIANCE BOARD

An accessibility compliance board, agency, or other enforcement mechanism, with disabled consumer membership, needs to be established at the local level to assure compliance with accessibility laws and codes.

D () () ()

E. LOCAL METHODS TO ENFORCE

Enforcement procedures relating to architectural barriers laws should be strengthened: through the issuance of building permits only after building plans have been reviewed for accessibility; through forfeiture of performance bonds for non-compliance; through prior certification of design plans; through issuance of certificates of occupancy contingent on accessibility; and through builder licensing provisions.

E () () ()

SOCIAL CONCERNS

F. GOVERNMENT BUILDING ACCESSIBILITY

Federal, State and local governments should take the lead in making all their own buildings and facilities accessible, particularly those buildings where public hearings, meetings and conferences are held.

G. WATCHDOG COMMITTEES

"Watchdog Committees" composed of disabled consumers should monitor those agencies administering architectural accessibility laws to assure proper administration and enforcement of these laws.

H. STANDARDS AND MODEL PROJECTS

There is a need for continued study and evaluation of standards and design criteria to measure whether disabled consumers' needs are being met by existing standards and criteria. There is also a need to evaluate and disseminate information on successful accessibility projects.

I. INDEPENDENT FEDERAL COMPLIANCE BOARD

The membership of the Federal Architectural and Transportation Barriers Compliance Board should be changed to include consumer representation on the Board and its interdepartmental status changed to that of an independent agency with broad jurisdiction and access to all Federal agencies.

J. DESIGN AND BUILDING COMMUNITY LIABILITY

Architects, engineers and builders should be held personally liable when inaccessible buildings, contrary to the law, are constructed.

K. FEDERAL STIMULATION OF STATE ENFORCEMENT

The Federal Government should provide the funds to urge States to enforce architectural barriers legislation.

L. LIABILITY OF STATE AGENCY HEAD

The head of a State agency responsible for administering and/or enforcing architectural accessibility laws should be held personally liable for any violation of these laws.

M. HOTLINE

Enforcement of accessibility laws should be facilitated by establishing a statewide or local "hotline" to report construction non-compliance.

Ballot: Issue SOC V-2

Recom- mendation	Priority Vote		
	1st	2nd	3rd
F	()	()	()
G	()	()	()
H	()	()	()
I	()	()	()
J	()	()	()
K	()	()	()
L	()	()	()
M	()	()	()

SOCIAL CONCERNS

N. UNINCORPORATED AREAS

In unincorporated areas where there are no local ordinances governing accessibility. States should establish enforcement procedures to require compliance with accessibility standards.

O. NATIONAL CENTER FOR A BARRIER FREE ENVIRONMENT

The National Center for a Barrier Free Environment should be strengthened to disseminate new research findings and other pertinent information on architectural accessibility.

Ballot: Issue SOC V-2				
Recom- mendation	Priority Vote			
	1st	2nd	3rd	
N	(	)	(	)
O	(	)	(	)

SOCIAL CONCERNS

Ballot: Issue SOC V-1

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC V-1 SOCIAL CONCERNS—ARCHITECTURAL ACCESSIBILITY

What additional legislation is needed at the Federal, State, and local level to increase architectural accessibility?

A. STATE AND LOCAL BUILDING CODES

Each State should enact a statewide accessibility building code and communities should amend local building codes and ordinances to mandate architectural accessibility.

A () () ()

B. MORE SPECIFIC ACCESSIBILITY LEGISLATION

At the Federal, State, and local level, additional legislation is needed to strengthen existing architectural barriers laws by making them more specific regarding accessibility criteria, and by providing strict enforcement procedures, including more severe penalties and fines for non-compliance.

B () () ()

C. UNIFORM ACCESSIBILITY SPECIFICATIONS

Architectural accessibility specifications and criteria should be uniform nationwide, whether in building codes or standards.

C () () ()

D. DEFINITION OF PUBLIC BUILDING

All architectural barriers legislation should be expanded in coverage by changing the definition of "public building" from that which is publicly funded to that which is intended for public use.

D () () ()

E. MANDATE PUBLIC BUILDING ACCESSIBILITY

Federal and State legislation should guarantee that all public buildings are accessible, whether new construction or existing structures; the legislation should stipulate a timetable for making older buildings accessible.

E () () ()

F. ADOPT THE AMERICAN NATIONAL STANDARD

All levels of government should adopt the accessibility standard of the American National Standards Institute (ANSI) in all legislation and codes. When the ANSI standard is revised, it should automatically be incorporated into existing legislation and codes.

F () () ()

G. ACCESSIBLE SCHOOLS

All publicly funded schools and colleges should be required to gradually modify existing buildings to make them accessible and special public funding should be available for this purpose.

G () () ()

SOCIAL CONCERNS

Ballot: Issue SOC V-1

H. APPELLATE PROCEDURES AND WAIVERS

Accessibility legislation should include appellate procedures which indicate how disabled consumers and advocates can appeal decisions and should also stipulate that public hearings must be announced in advance when a waiver for non-compliance with an architectural accessibility law is requested.

Recom- mendation	Priority Vote		
	1st	2nd	3rd
H	()	()	()

I. MODEL LEGISLATION AND BUILDING CODES

Model accessibility legislation and model building codes which can be adopted at the State and local level should be developed and widely disseminated.

I	()	()	()
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J. UPDATE ACCESSIBILITY STANDARD

A central authority should assume responsibility for periodically revising the ANSI accessibility standard to assure that it is always up-to-date.

J	()	()	()
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K. FEDERAL COORDINATION

All Federal agencies which have responsibility for promoting an accessible environment should be required to coordinate their activities.

K	()	()	()
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L. NO FUNDS IF NON-COMPLIANT

Accessibility legislation should contain clear-cut language that public funds will be cut-off for non-compliance with accessibility requirements.

L	()	()	()
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M. ACCESSIBILITY AS A CIVIL RIGHT

Legislation should specifically identify architectural accessibility to handicapped persons as a civil right.

M	()	()	()
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N. INCLUDE ALL DISABILITIES

Legislation regarding accessibility should include all types of disabling conditions within the definition of handicapped persons.

N	()	()	()
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O. OCCUPATIONAL SAFETY AND HEALTH STANDARDS

The Federal Occupational Safety and Health Administration should include accessibility requirements as well as safety and health requirements in its standards.

O	()	()	()
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SOCIAL CONCERNS

SOC V-3 SOCIAL CONCERNS—ARCHITECTURAL ACCESSIBILITY

What can handicapped individuals do to increase architectural accessibility?

A. ENFORCEMENT

Handicapped individuals should become involved in the enforcement and implementation of architectural accessibility laws and codes by serving on compliance boards.

B. ADVOCACY/COALITION GROUPS

Disabled persons should form or strengthen advocacy or coalition groups to pressure planners, architects, contractors and others to ensure architectural accessibility.

C. POLITICAL ACTION

Handicapped citizens should take necessary political action to further architectural accessibility, including lobbying for needed legislation, forming leagues of handicapped voters, and pressuring State and local officials to mandate accessible structures.

D. PUBLIC EDUCATION PROGRAMS

Disabled individuals should prepare educational programs and awareness campaigns to educate and inform the building and design community, government officials, businesspersons, and the general public regarding architectural accessibility.

E. MONITORING GROUPS

Disabled citizens should establish monitoring groups whose members would be trained to review building permits and development plans, visit construction sites to note any barriers, and report any instances of non-compliance to the proper officials.

F. PATRONIZE ACCESSIBLE BUSINESSES/COMPLAIN IF INACCESSIBLE

Handicapped persons should patronize accessible places of business, and complain to owners of inaccessible facilities, even to the extent of boycotting or picketing inaccessible facilities.

G. PARTICIPATE VISIBLY IN COMMUNITY LIFE

Disabled consumers should participate visibly in the life of their community including joining local clubs and organizations, thereby influencing the policies and programs of such groups.

Ballot: Issue SOC V-3			
Recom- mendation	Priority Vote		
	1st	2nd	3rd

A () () ()

B () () ()

C () () ()

D () () ()

E () () ()

F () () ()

G () () ()

SOCIAL CONCERNS

H. DESIGN CRITERIA DEVELOPMENT AND TESTING

Persons with all types of disabilities should be included in all phases of the development and testing of design criteria relating to architectural accessibility.

I. DEMONSTRATIONS

Handicapped persons should demonstrate against or picket inaccessible public buildings.

J. LEGAL RIGHTS

Disabled persons should become more aware of their legal rights regarding accessibility and file lawsuits, when necessary, to press these rights.

K. DEVELOPING LEGISLATION

Persons with disabling conditions should be involved in the development of architectural accessibility legislation at the Federal, State, and local level.

Ballot: Issue SOC V-3				
Recom- mendation	Priority Vote			
	1st	2nd	3rd	
H	(	)	(	)
I	(	)	(	)
J	(	)	(	)
K	(	)	(	)

SOCIAL CONCERNS

SOC V-5 SOCIAL CONCERNS—ARCHITECTURAL ACCESSIBILITY

How can architects, planners, legislators and other decision-makers be encouraged to aggressively pursue problems of inaccessibility?

A. DESIGN PROFESSION COURSES AND CERTIFICATION

Schools of design (e.g., schools of architecture) should require intensive courses on designing for accessibility, and all certification examinations required for design professional licensing should include test questions on accessibility.

B. EDUCATE DECISION-MAKERS, DESIGN AND BUILDING COMMUNITY

Continuing education courses for design professionals (e.g., architects) and special instruction for contractors, business owners, legislators, and other decision-makers should be provided to ensure familiarity with design needs of handicapped persons, legal requirements, and standards for building accessibility.

C. ACCESSIBILITY HANDBOOK

Federal, state and local governments should compile and widely disseminate handbooks containing architectural accessibility laws, regulations, codes, standards and general information on accessibility. Handbooks should be distributed to design professionals (such as architects), building community professionals (such as contractors), and government officials (such as building inspectors).

D. COST BENEFIT DATA

Cost benefit data should be developed and used widely to convince building owners, policymakers, and others of the advantages of adapting existing structures and building new facilities that are accessible.

E. AWARDS

Awards programs should be inaugurated to commend architects, builders, owners, and others for designing and building accessible facilities.

F. LABOR UNIONS

Labor union officials should be encouraged to support accessible work places when negotiating union contracts for their members.

Ballot: Issue SOC V-5			
Recom- mendation	Priority Vote		
	1st	2nd	3rd

A () () () ()

B () () () ()

C () () () ()

D () () () ()

E () () () ()

F () () () ()

SOCIAL CONCERNS

Ballot: Issue SOC V-9

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC V-9 SOCIAL CONCERNS—ARCHITECTURAL ACCESSIBILITY

What can be done to inform and educate the general public as well as decision-makers regarding accessibility?

A. PUBLIC AWARENESS PROGRAMS

Public awareness programs should be conducted at the National and State level to convince the general public to accept accessible architecture as normal architectural style, rather than as specialized architecture for handicapped individuals.

A () () ()

B. LOCAL AWARENESS DAY ACTIVITIES

Handicapped consumers and advocates should arrange local awareness day activities to make the problems of inaccessibility more visible to the public. Such activities should involve decision-makers, design students and others in experiencing the frustration of barriers. Public funding may be necessary to help support such efforts.

B () () ()

C. NATIONAL, STATE AND LOCAL CLEARINGHOUSES

A national clearinghouse should be established to collect and disseminate information on barrier-free design. The President's Committee on Employment of the Handicapped could assume this function at the national level, the Governors' Committees on Employment of the Handicapped could serve as statewide clearinghouses, and Mayors' Committees on Employment of the Handicapped could form information centers at the local level.

C () () ()

D. STATES TO INFORM, EDUCATE AND ADVOCATE

Each state should be responsible for providing information on accessible public buildings and facilities, educating the general public, design professionals, building community, and media about accessibility and acting as advocate for handicapped persons to encourage barrier-free design.

D () () ()

E. ACCESS GUIDES

Accessibility (access) guides for handicapped individuals should be prepared for cities, including special facilities, with consumers involved in the preparation and with some public funding provided for publication costs.

E () () ()

SOCIAL CONCERNS

F. PUBLIC TOURS OF ACCESSIBLE BUILDINGS

Public tours of accessible facilities should be conducted in order to inform the public of the potential for solving the problem of architectural barriers.

G. EDUCATE CHILDREN REGARDING ACCESSIBILITY

Children at the elementary and secondary school level should be educated regarding accessibility and other needs of handicapped persons.

Ballot: Issue SOC V-9

Recom- mendation	Priority Vote		
	1st	2nd	3rd
F	()	()	()
G	(/)	()	()

SOCIAL CONCERNS

Ballot: Issue SOC V-7

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC V-7 SOCIAL CONCERNS—ARCHITECTURAL ACCESSIBILITY

What actions can be taken to encourage accessible housing for handicapped persons?

A. RESIDENTIAL ACCESSIBILITY STANDARDS IN BUILDING CODES

Legislation is required to insure that standards requiring accessibility in residential structures, including rental housing and mobile homes, are incorporated in local and State building codes, and the granting of certificates of occupancy should be contingent upon conformance with these codes.

A () () ()

B. FEDERAL MONETARY INCENTIVES

The Federal government should provide monetary incentives for constructing or modifying housing to make it accessible by providing loans, grants, and tax incentives.

B () () ()

C. STATE MONETARY INCENTIVES

State governments should provide monetary incentives for constructing or modifying housing to make it accessible by providing loans, grants, and tax incentives.

C () () ()

D. ACCESSIBLE MULTI-FAMILY HOUSING

A percentage of all publicly funded multi-family housing units should be required to be accessible.

D () () ()

E. INCREASE AWARENESS

Awareness of the general public and those responsible for the design and construction of housing must be increased regarding the need for accessible housing.

E () () ()

F. GOVERNMENT INSURED MORTGAGES

Accessibility standards should be developed for residential structures, and these standards should be incorporated into the construction loan specifications of the Federal Housing Administration (FHA) and Veterans Administration (VA) so that lending institutions would be forced to reject applications for FHA or VA insured mortgages when the housing is not accessible.

F () () ()

G. HOUSING REFERRAL SERVICE

In every community, a central information service should list accessible housing that is on the market.

G () () ()

SOCIAL CONCERNS

Ballot: Issue SOC V-7

H. PROPERTY TAX ASSESSMENTS

Local property taxes should not be increased when home improvements are made for the purpose of eliminating housing barriers, even though these improvements increase the value of the home.

I. COORDINATE TO OBTAIN BUILDING CODE CHANGES

A coordinated approach, at Federal, State, and local levels, by disabled consumers and advocates is necessary to obtain needed changes in building codes to insure accessible housing.

J. COST AND CAMOUFLAGING OF ACCESSIBILITY

Architects should design accessible housing so that there is no increase in building costs and in such a way so that accessibility features are not obvious as special features and conform with good design practice.

K. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

The Department of Housing and Urban Development (HUD) should promote and increase funds for the building of accessible housing.

L. ADAPTABLE HOUSING

Rather than construct a percentage of housing units with accessible features, all housing funded by the Department of Housing and Urban Development should be adaptable so that it can be quickly and inexpensively modified to make it accessible when the need arises.

M. SEPARATE ELDERLY AND HANDICAPPED HOUSING

National housing policy should cease the practice of legally requiring elderly tenants and handicapped tenants to reside in the same publicly sponsored housing projects.

N. STUDY CONSUMER HOUSING NEEDS

A national study should be conducted to define the housing requirements of handicapped persons.

O. CHOICE OF STYLES OF ACCESSIBLE HOUSING

A variety of architectural plans should be developed by design professionals to provide disabled consumers with choices in accessible housing.

P. "SEAL OF APPROVAL" FOR PRODUCTS AND APPLIANCES

Building products and household appliances which are intended for use by handicapped persons should be specially labeled with a "seal of approval."

Recom- mendation	Priority Vote		
	1st	2nd	3rd
H	(	)	() ()
I	(	)	() ()
J	(	)	() ()
K	(	)	() ()
L	(	)	() ()
M	(	)	() ()
N	(	)	() ()
O	(	)	() ()
P	(	)	() ()

SOCIAL CONCERNS

Ballot: Issue SOC V-8

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC V-8 SOCIAL CONCERNS—ARCHITECTURAL ACCESSIBILITY

How can the mass media positively influence the construction or modification of buildings or facilities which are architecturally accessible?

A. UTILIZATION OF MEDIA

Disabled consumers and advocates should better utilize the media on a continuing basis to make the public aware of accessibility needs by arranging for media coverage of noteworthy events, encouraging feature stories, promoting educational and commercial TV presentations, and writing letters to the editor.

A () () ()

B. ACCESSIBILITY IS NEWSWORTHY

Announcements concerning efforts to remove barriers and reports of accessible construction and modifications are newsworthy items in any community and should be covered by the mass media as important news happenings.

B () () ()

C. PUBLIC SERVICE ANNOUNCEMENTS

Government and private agencies, with the cooperation of the Advertising Council of America, should develop public service announcements to increase public awareness of accessibility and the Federal Communications Commission should see that broadcasters give adequate radio and television time to them.

C () () ()

D. NATIONWIDE INFORMATION CAMPAIGN

An intensive nationwide public information campaign on architectural accessibility should be conducted with funding provided by the Federal government and with assistance in gaining television time provided by the Federal Communications Commission.

D () () ()

E. COMMERCIAL ADVERTISING OF ACCESSIBILITY

Owners of businesses should be encouraged to advertise their accessible premises, particularly in their commercial ads in newspapers, telephone books, etc.

E () () ()

SOCIAL CONCERNS

F. CONSUMER NEWS COLUMN

Newspapers should be encouraged to print a column to answer questions and investigate complaints of handicapped consumers as well as publicize items of interest regarding accessibility.

G. ACCURATE PORTRAYAL OF DISABLED PERSONS

The nation's mass media should portray handicapped persons in normal situations, whether in commercials, printed ads or television programs, so that disabled persons can gain acceptance by the general public and thereby make the public more sensitive to their needs.

Ballot: Issue SOC V-8

Recom- mendation	Priority Vote		
	1st	2nd	3rd
F	()	()	()
G	()	()	()

SOCIAL CONCERNS

Ballot: Issue SOC V-6

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC V-6 SOCIAL CONCERNS—ARCHITECTURAL ACCESSIBILITY

How can the misuse of the international symbol of access be prevented?

A. AN AUTHORITY TO CERTIFY

An established authority should have responsibility within each state for certifying correct use of the international symbol according to criteria clearly understood by individual building owners and managers. This authority should have an enforcement mechanism to control the display of the symbol.

A () () ()

B. UNIFORM NATIONAL CRITERIA

There should be uniform nationwide criteria established for the correct use of the international symbol, such as the accessibility standard of the American National Standards Institute (ANSI Standard).

B () () ()

C. CODING FOR DEGREES OF ACCESSIBILITY

Because buildings may have various degrees of accessibility, some method should be developed to code the symbol so that handicapped persons may know how accessible a certain building is.

C () () ()

D. PUBLIC AWARENESS CAMPAIGN

A massive publicity campaign needs to be waged to inform the general public regarding the correct use and meaning of the symbol of access.

D () () ()

E. YELLOW PAGE ADS

Local businesses with accessible facilities should be encouraged to include the symbol of access in their display ads in the yellow pages of the telephone book.

E () () ()

F. NO SYMBOL ON LICENSE PLATES

Since the symbol of access is intended to graphically depict accessible and usable architecture or site developments, it should not be used on automobiles to identify disabled drivers. Such incorrect use distorts the meaning of the symbol and confuses the general public about the proper use of the symbol.

F () () ()

G. CRITERIA FOR EVALUATION

When clear, concise criteria are established for the correct use of the international symbol, the criteria should be widely disseminated so business owners and managers can evaluate their own use of the symbol.

G () () ()

SOCIAL CONCERNS

Ballot: Issue SOC V-10

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC V-10 SOCIAL CONCERNS—ARCHITECTURAL ACCESSIBILITY

What additional or amended criteria are necessary to make accessibility standards and codes more accommodating?

A. ACCESSIBILITY FOR THE SENSORY IMPAIRED

In developing accessibility standards, increased attention should be given to those persons with sensory impairments; for example, all elevators should have raised characters on control panels, teletypewriting equipment should be placed in all tax-supported buildings, and clear and appropriate signs should be located in all publicly-used facilities.

A () () ()

B. CROSSWALKS

All crosswalks at intersections should have ramps or curb cuts, with textured surfaces to alert blind persons and increase slip resistance.

B () () ()

C. VOTING PLACES

Voting places should be required to be accessible.

C () () ()

D. GUEST ROOMS

A certain percentage of guest rooms in hotels, motels, etc., should be made accessible.

D () () ()

E. ACCESSIBILITY OF STORES

Grocery and other stores should have accessible aisles and check-out counters, without cart corrals around entrances.

E () () ()

F. SPECIAL SEATING

Special seating spaces and arrangements for those in wheelchairs should be provided in theatres, auditoriums, stadiums, etc.

F () () ()

G. STANDARDS FOR ALL ITEMS IN A BUILDING

Every facility, appliance, machine and piece of equipment in a public building that a handicapped consumer might use should be included in accessibility standards.

G () () ()

H. COORDINATE ACCESSIBLE ARCHITECTURE WITH EXTERIOR SITE DESIGN

Accessible architecture should be coordinated with exterior site design so that paths of travel to and from public buildings are accessible.

H () () ()

SOCIAL CONCERNS

I. RAISED THRESHOLDS

Raised thresholds should be eliminated at all doors.

J. STREET FURNITURE

All street furniture should be in standard places in order to facilitate mobility of blind persons.

K. UNISEX RESTROOMS

There should be unisex restrooms, in addition to the standard male and female restrooms, for those who need assistance of a spouse, a friend or attendant of the opposite sex.

L. PHONE BOOTHS

Phone booths should be made accessible.

M. DOORS

Doors should be made and installed so they can be easily opened.

Ballot: Issue SOC V-10

Recom- mendation	Priority Vote		
	1st	2nd	3rd
I	(	) (	) (
J	(	) (	) (
K	(	) (	) (
L	(	) (	) (
M	(	) (	) (

SOCIAL CONCERNS

Ballot: Issue SOC V-11

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC V-11 SOCIAL CONCERNS—ARCHITECTURAL ACCESSIBILITY

What precautions should be included in design criteria to assure that life safety considerations for handicapped individuals are taken into account?

A. COORDINATE DESIGN AND LIFE SAFETY CRITERIA

Design criteria for handicapped individuals should be coordinated with life safety criteria so that the safety of handicapped consumers will be assured in cases of emergency, through such provisions as fireproof refuge areas in buildings, fire and smokeproof elevators to be used for emergency evacuation, and flashing alarm systems for deaf individuals.

A () () ()

B. STANDARDS FOR MODIFICATION OF OLDER BUILDINGS

Additional standards need to be developed for modifying older buildings and for seeking realistic and safe standards for such products as wheelchair lifts and stair climbing lifts in older buildings, where more flexibility in code requirements may be reasonable.

B () () ()

C. SYMBOLS FOR EMERGENCIES

Symbols should be placed in public areas (camp sites, motels, hotels, etc.) used by handicapped persons so that in cases of emergency or rescue situations, others will know that a disabled person may be in the area.

C () () ()

D. STANDARD FOR EMERGENCY SITUATIONS

The National Fire Protection Association should develop a standard for the safe use of buildings to protect handicapped persons in emergency situations.

D () () ()

E. FIRE DEPARTMENT INSPECTIONS

Fire department inspectors should make sure that handicapped persons have access to emergency evacuation exits in buildings.

E () () ()

SOCIAL CONCERNS

Ballot: Issue SOC V-4

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC V-4 SOCIAL CONCERNS—ARCHITECTURAL ACCESSIBILITY

What cost incentives can be used to encourage removal of architectural barriers or construction of barrier-free buildings and facilities?

A. FEDERAL GRANTS

The Federal government should provide grants for modifying existing or constructing new accessible buildings and facilities.

A () () ()

B. FEDERAL TAX INCENTIVES

The Federal government should provide tax incentives for new barrier-free construction and the Internal Revenue Service should make the public aware of the 1976 tax reform amendments, which permit a tax deduction for business owners who remove barriers to property used in a trade or business (\$25,000 maximum deduction per taxpayer in any taxable year).

B () () ()

C. STATE AND LOCAL TAX INCENTIVES

States and communities with an income tax should provide tax incentives to taxpayers who renovate or build accessible buildings and facilities.

C () () ()

D. STATE AND LOCAL GRANTS AND LOANS

State and local grants and loans should be available for barrier-free construction or renovation.

D () () ()

E. FEDERAL LOANS

The Federal government should make low interest loans available for the purpose of removing architectural barriers or building accessible structures.

E () () ()

F. STUDY VALUE OF COST INCENTIVES

Studies should be undertaken to measure the value of providing tax incentives and public grants for removal of architectural barriers and construction of accessible buildings and facilities.

F () () ()

G. PROPERTY ASSESSMENTS

Property taxes for private businesses should not be increased when modifications are made to improve accessibility, even though these improvements increase the value of the property.

G () () ()

SOCIAL CONCERNS

Ballot: Issue SOC V-4

H. TAX-EXEMPT ORGANIZATIONS

Tax exempt organizations, which cannot benefit from tax incentives, need some sort of incentive to encourage them to make their facilities accessible.

I. FEDERAL AND STATE BUYING POWER

Federal and State agencies should refrain from doing business with companies whose premises are not accessible.

J. FEDERAL PUBLIC WORKS PROGRAM FUNDS

Federal public works programs should give priority to projects relating to barrier removal.

K. COMPREHENSIVE EMPLOYMENT AND TRAINING ACT FUNDS

Comprehensive Employment and Training Act funds should be available for construction and renovation of barrier-free facilities.

L. SMALL BUSINESS ADMINISTRATION LOANS

The Small Business Administration should provide loans to businesses to design and manufacture improved building products which can be used in making buildings more accessible.

M. PRIVATE LENDING INSTITUTIONS

Private lending institutions should be encouraged to require barrier-free design as a prerequisite for obtaining new construction loans, and to loan money at a lower interest rate when it is used for barrier-free renovation.

Recom- mendation	Priority Vote		
	1st	2nd	3rd
H	()	()	()
I	()	()	()
J	()	()	()
K	()	()	()
L	()	()	()
M	()	()	()

SOCIAL CONCERNS

Ballot: Issue SOC VI-1

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC VI-1 SOCIAL CONCERNS—TRANSPORTATION ACCESSIBILITY

How can total accessibility for all handicapped individuals to publicly used transportation vehicles, terminals and services be effected?

A. ACCESSIBLE VEHICLES

All vehicles used to serve the public (e.g., inter and intra city buses, taxis, subway cars, planes, trains, trolleys and ferry boats) should be accessible to all handicapped individuals.

A () () ()

B. ACCESSIBLE TERMINALS

All transportation terminals and related facilities (e.g., bus stops) should be fully accessible to all disabled persons.

B () () ()

C. EXPAND SERVICE RANGE

Transit operators should expand their services to ensure that accessible transportation is available to disabled persons in urban, suburban and rural areas.

C () () ()

D. ACCESSIBLE SCHOOL TRANSPORTATION

School transportation systems should be accessible.

D () () ()

E. EQUIVALENT SERVICE

All segments of a transportation system which includes more than one mode of transit (e.g., buses and a subway) should be accessible to the extent necessary to ensure the same adequacy of service for handicapped individuals as for non-disabled persons. This includes paratransit (door-to-door) services which are a necessary adjunct to a fully integrated accessible transit system.

E () () ()

F. EMPLOYING DISABLED PERSONS

Transportation systems serving the public should employ disabled individuals in all types of administrative and operational positions as a means to sensitize other staff members to the transit needs of disabled persons.

F () () ()

G. ACCESSIBILITY CONVERSION PLAN

Public transportation systems should develop a plan for conversion to accessible services that covers necessary modifications of vehicles and facilities and new vehicle purchases and terminal construction. Such a plan should be developed by a local committee which is composed of at least 51 percent disabled consumers.

G () () ()

SOCIAL CONCERNS

Ballot: Issue SOC VI-2

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC VI-2 SOCIAL CONCERNS—TRANSPORTATION ACCESSIBILITY

What cost incentives can be used to encourage fully accessible public transportation and paratransit for handicapped persons?

A. FEDERAL FUNDING

Increased federal funding must be provided for the purchase and operation of accessible public and private transit vehicles.

A () () ()

B. STATE AND LOCAL FUNDING

State and local governments should assume more responsibility for funding the purchase and operation of accessible vehicles operated by public and private transit operators.

B () () ()

C. TAX INCENTIVES

Provide federal and state tax incentives to private companies offering accessible transportation services to handicapped individuals, such as reducing gas, oil and sales taxes and providing tax credits for capital and operating expenditures. Private companies should utilize existing provisions in the federal Tax Reform Act of 1976 to obtain tax relief for barrier removal in any vehicle or transportation facility (\$25,000 maximum deduction per taxpayer in any taxable year).

C () () ()

D. LICENSE FEES

Reduce or eliminate license fees for drivers of special, private transportation vehicles used by disabled persons.

D () () ()

E. REVENUE SHARING FUNDS

Revenue sharing funds should be utilized by state and local governments to pay a portion of the costs of purchase and operation of accessible transit vehicles.

E () () ()

F. LOANS

Companies providing transportation services for disabled persons should be entitled to low or no interest loans.

F () () ()

SOCIAL CONCERNS

Ballot: Issue SOC VI-4

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC VI-4 SOCIAL CONCERNS—TRANSPORTATION ACCESSIBILITY

What actions should be taken to influence insurance companies to equitably insure disabled drivers and transit operators?

A. EQUAL RATES FOR PERSONAL VEHICLE INSURANCE

Federal and state legislation and regulations should mandate that the insurance rates for handicapped drivers be based on driving records and that handicapped drivers not be automatically assigned to high risk categories. Effective procedures should be established to strictly enforce this mandate and penalties should be set for non-compliance.

A () () ()

B. STUDIES OF DISABLED DRIVERS' RECORDS

Federal and state governments should extensively study and widely disseminate statistics on disabled persons' accident rates in order to promote more equitable insurance coverage.

D () () ()

C. FEDERAL INSURANCE FOR CONSUMERS

The federal government should establish and fund an organization or program to insure disabled drivers.

C () () ()

D. GOVERNMENT SUBSIDY OF PERSONAL VEHICLE INSURANCE

Federal and state governments should subsidize the "extra" costs of handicapped consumer vehicle insurance when disabled drivers are charged rates which are unreasonably high.

D () () ()

E. CONSUMER ORGANIZATION REPORTS ON INSURANCE

Interested organizations of disabled persons should publish a report identifying insurance companies which do not discriminate against disabled drivers.

E () () ()

F. NO-FAULT INSURANCE

Any no-fault insurance systems which are established must not discriminate against disabled drivers.

F () () ()

G. CONSUMER INSURANCE COMPANY

Consumers with handicapping conditions should form their own insurance company to insure disabled drivers.

G () () ()

H. FINANCIAL INCENTIVES FOR INSURING CONSUMERS

Federal and state governments should provide some financial incentive to insurance companies which insure disabled drivers.

H () () ()

SOCIAL CONCERNS

Ballot: 1 Issue SOC VI-4

Recom- mendation	Priority Vote		
	1st	2nd	3rd

I. GOVERNMENT FUNDS FOR TRANSIT OPERATORS' INSURANCE

Federal and state governments should partially fund the insurance costs of transit operators who provide transportation services to handicapped individuals if the cost of the insurance is unreasonably high.

I () () ()

J. STUDY OF TRANSIT INSURANCE RATES

Federal and state governments should study the present insurance liability status of transportation operators who provide services to disabled persons to determine extent of insurance discrimination problem.

J () () ()

K. PROHIBIT HIGHER TRANSIT COMPANY PREMIUMS

Federal, state and local legislation is needed to prohibit insurance companies from charging higher premiums for transit operators who transport handicapped persons.

K () () ()

L. TAX INCENTIVES FOR COMPANIES INSURING OPERATORS

Provide a federal tax incentive to companies which insure operators who transport disabled persons.

L () () ()

SOCIAL CONCERNS

Ballot: Issue SOC VI-9

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC VI-9 SOCIAL CONCERNS—TRANSPORTATION ACCESSIBILITY

Using the authority of existing laws, what actions should be taken by the Urban Mass Transportation Administration (UMTA) to meet the transit needs of all disabled consumers?

A. NO FUNDS FOR INACCESSIBLE VEHICLES

The Urban Mass Transportation Administration should amend its existing regulations to provide accessible transportation by granting no funds for the purchase of mass transit vehicles which are inaccessible.

A () () ()

B. DESIGN RESEARCH/TRANSBUS

The Urban Mass Transportation Administration (UMTA) should continue to support research regarding design of accessible mass transit vehicles, including the Transbus project. Such research should lead to the development of specifications and standards, to be issued by UMTA, for modification of old transit vehicles to make them accessible and design of new, totally accessible vehicles.

B () () ()

C. ENFORCEMENT

The Urban Mass Transportation Administration must strictly enforce compliance with transportation accessibility provisions in its existing legislation and regulations.

C () () ()

D. HALF-FARE REQUIREMENT

The Urban Mass Transportation Administration's (UMTA) half-fare requirement for disabled riders (during off peak hours) should be enforced, including efforts made by UMTA to assure that emotionally and other mentally handicapped persons are included in the half-fare program.

D () () ()

E. REORGANIZE UMTA

The Urban Mass Transportation Administration (UMTA) should be reorganized in order to more effectively coordinate and enforce transportation accessibility requirements.

E () () ()

F. FUNDING PRIORITIES

Funds for private non-profit firms providing accessible transportation services should be the first priority for UMTA grants.

F () () ()

G. DISSEMINATE ACCESSIBILITY DATA

The Urban Mass Transportation Administration (UMTA) should gather and disseminate data on transportation systems and programs throughout the nation which are either partially or totally accessible to disabled persons.

G () () ()

SOCIAL CONCERNS

H. ACCESSIBILITY OF SOME NEW BUSES

UMTA should require that 20 percent of all new transit buses purchased by transit systems be accessible.

I. BASE FUNDS ON RIDERSHIP

The Urban Mass Transportation Administration should base the amount of its assistance to transportation systems and companies on the number of disabled persons transported.

J. DEMONSTRATION PROJECT INFORMATION

The Urban Mass Transportation Administration (UMTA) should gather data regarding UMTA funded demonstration projects and should disseminate this information nationwide.

K. FUNDING INFORMATION

Information regarding federal funding which is available for private companies providing accessible transit should be widely disseminated by the Urban Mass Transportation Administration.

Ballot. Issue SOC VI-9				
Recom- mendation	Priority Vote			
	1st	2nd	3rd	
H	()	()	()	()
I	()	()	()	()
J	()	()	()	()
K	()	()	()	()

SOCIAL CONCERNS

Ballot: Issue SOC VI-12

Recom- mendation	Priority Vote
	1st 2nd 3rd

SOC VI-12 SOCIAL CONCERNS--TRANSPORTATION ACCESSIBILITY

At state and local levels of government, what can be done to more effectively implement existing laws and what new legislation is needed to meet the transportation needs of handicapped individuals?

A. CONSUMERS ON POLICY OR REVIEW BOARDS

Disabled individuals should compose a significant percentage of the membership of state and local policy and review boards concerned with transit services for handicapped persons.

A () () ()

B. STATE AND LOCAL SURVEYS

In order to improve transportation services, state and local surveys must be conducted to determine the transportation needs of disabled persons in urban and rural areas.

B () () ()

C. STRENGTHEN STATE AND LOCAL LEGISLATION

The legislation of all state and local agencies which administer programs affecting transportation services for handicapped persons should be amended to strengthen existing provisions or add new provisions requiring transportation accessibility; establish fines and other penalties for failure to meet accessibility requirements; and provide specific definitions for transportation purposes of the words "handicapped," "accessibility" and "usability".

C () () ()

D. ACCESSIBILITY ENFORCEMENT

State and local transportation compliance boards or other compliance mechanisms should be established to enable state and local governments to actively enforce transportation accessibility laws and regulations.

D () () ()

E. LOCAL ADVISORY COMMITTEES

Local advisory committees should be formed to address the transportation needs of disabled individuals and state governments should withhold transportation funds from any community until the local committee has developed a plan which meets the transportation needs of all citizens.

E () () ()

F. STATE CITIZENS COMMITTEE

Establish a State Citizens Committee, rather than designating an existing agency, to review state laws and regulations affecting transportation of disabled individuals in order to report on the extent of compliance and to recommend any necessary legislative changes.

F () () ()

SOCIAL CONCERNS

G. PUBLIC TRANSPORTATION HEARINGS

All state and local governments must adequately publicize public hearings relating to transportation and hold such hearings in accessible facilities.

H. EARMARK STATE FUNDS

States should specifically earmark some state transportation funds to provide accessible transportation for disabled persons.

I. NO PUBLIC FUNDS FOR INACCESSIBLE VEHICLES

No state funds should be provided for the purchase of mass transit vehicles unless they are accessible.

J. ACCESSIBILITY OF SOME BUSES

Twenty percent of all new transit buses purchased with state funds should be accessible.

K. STATEWIDE PLAN

Each state should develop a statewide plan which evaluates all public and private transportation capabilities to meet the needs of disabled persons and establishes a timetable for solving unmet needs.

L. LICENSING AND FRANCHISING

The licensing or franchising of private transportation companies should be contingent on the accessibility of the vehicles used by the companies.

M. HEARING EAR DOGS

All state and local legislation which pertains to guide dogs for blind persons should be amended to include hearing ear dogs for deaf individuals.

Ballot: Issue SOC VI-12

Recom- mendation	Priority Vote		
	1st	2nd	3rd
G	()	()	()
H	()	()	()
I	()	()	()
J	()	()	()
K	()	()	()
L	()	()	()
M	()	()	()

SOCIAL CONCERNS

Ballot: Issue SOC VI-14

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC VI-14 SOCIAL CONCERNS—TRANSPORTATION ACCESSIBILITY

How can public and private transportation be made available to disabled persons at a reasonable cost?

A. PUBLIC FUNDING

Federal and state governments should fund part of the transportation costs of disabled persons.

A () () ()

B. REDUCED FARE PROGRAMS

Reduced fare programs should be extended or established in order to make transportation more affordable to handicapped individuals.

B () () ()

C. TAX INCENTIVE FOR EXTRA COSTS

There should be a tax deduction to compensate disabled persons for their extra transportation expenses, including personal vehicle operating costs, special transit fares, escort services, etc.

C () () ()

D. BASE ASSISTANCE ON INCOME

Utilize a sliding scale, based on income, to determine amount of financial assistance to be provided to handicapped citizens.

D () () ()

E. SOCIAL SECURITY AND REHABILITATION FUNDING

Social Security recipients who are disabled and clients of Departments of Rehabilitation should receive funds to help pay transportation costs.

E () () ()

F. NO ADDITIONAL CHARGES

Prohibit all public carriers from charging any additional fee for transporting a handicapped individual or his mobility aids or attendant.

F () () ()

G. ASSISTANCE FOR FRIENDS AND FAMILIES OF CONSUMERS

Provide federal and state subsidies, including a gas allowance, to friends and family members who provide transportation for disabled persons.

G () () ()

H. GAS ALLOWANCES

Provide disabled persons with some financial allowance, such as stamps, for gasoline costs.

H () () ()

SOCIAL CONCERNS

Ballot: Issue SOC VI-14

Recom- mendation	Priority Vote		
	1st	2nd	3rd

I. ATTENDANT AND DRIVER COSTS

Provide financial allowances to disabled persons to pay for attendants and/or drivers for transportation purposes.

I	(	)	(	)	(	)
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J. NO ECONOMIC MEANS TEST

No economic means test should be required of disabled persons to receive financial assistance for transportation costs.

J	(	)	(	)	(	)
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K. DISCOURAGE FREE OR REDUCED FARE

Discourage free or reduced fare transit programs for disabled persons as they are discriminatory and may contribute to the rationale of transit officials for failing to provide fully accessible transportation.

K	(	)	(	)	(	)
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L. ALLOW SURCHARGE

Transit companies should be allowed to levy a surcharge for extra services provided for disabled riders.

L	(	)	(	)	(	)
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SOCIAL CONCERNS

Ballot: Issue SOC VI-7

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC VI-7 SOCIAL CONCERNS—TRANSPORTATION ACCESSIBILITY

As a supplement to public transit, how can paratransit (door-to-door service) be improved for disabled persons?

A. PROVIDE DOOR-TO-DOOR TRANSIT SERVICE

A () () ()

Paratransit (door-to-door service such as "dial-a-ride") should be utilized as feeder service to public transportation or as a stop-gap measure until completely accessible public transit becomes available. It should also be provided for persons who are so severely disabled they cannot use public transit systems even if such systems are accessible.

B. EQUIVALENT SERVICES

B () () ()

Paratransit systems serving handicapped persons should provide services (e.g., equivalent fares, same hours of operation and same areas served) comparable to public transportation systems.

C. PARATRANSIT IN UNSERVED AREAS

C () () ()

Public funding and public agency coordination are necessary to provide paratransit programs for those areas where public transit is unavailable.

D. INTEGRATE PARATRANSIT WITH PUBLIC TRANSIT

D () () ()

Paratransit operations should be an integral part of each public transit system, with funding contingent upon the system demonstrating that paratransit services are a supplement to public transit and not a substitute for inaccessible public transportation.

E. TRAINED PROFESSIONALS AND AIDS

E () () ()

Paratransit services should be operated by transportation professionals and trained aids, including disabled persons.

F. NO USAGE RESTRICTIONS

F () () ()

No restrictions should be placed on the usage of dial-a-ride and other paratransit services because of the purpose of the trip.

G. VOLUNTEER PROGRAMS

G () () ()

Private volunteer groups and organizations should provide some dial-a-ride services for persons with handicapping conditions.

SOCIAL CONCERNS

Ballot: Issue SOC VI-7

H. AVAILABILITY TO OTHERS

Paratransit services should be available to those besides disabled persons, on a space available basis.

Recom- mendation	Priority Vote		
	1st	2nd	3rd
H	()	()	()

I. REGULATION OF PARATRANSIT

State and local governments should regulate paratransit services separately from ambulance or other medical services.

I	()	()	()
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J. SERVE EMOTIONALLY DISABLED

Paratransit programs should include services for emotionally handicapped persons.

J	()	()	()
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K. AFTER-HOURS/EMERGENCY SERVICE

Some after-hours and emergency paratransit service should be provided for disabled individuals.

K	()	()	()
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SOCIAL CONCERNS

Ballot: Issue SOC VI-10

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC VI-10 SOCIAL CONCERNS—TRANSPORTATION ACCESSIBILITY

What additional federal legislation (other than for the Urban Mass Transportation Administration) is needed to assure barrier free transportation for persons with handicapping conditions?

A. AIR TRAVEL ACCESSIBILITY

Legislation should direct the Federal Aviation Administration (FAA) and the Civil Aeronautics Board (CAB) to assure the right of disabled persons to unrestricted plane travel, including no restrictions on transporting disabled consumers' equipment or aids, such as motorized wheelchair batteries.

A () () ()

B. STRENGTHEN TRANSPORTATION LEGISLATION

The legislation for all federal agencies administering programs affecting transportation services for handicapped persons should be amended to require accessibility for vehicles and terminals, impose fines and other penalties for non-compliance, and define "handicapped," "accessibility" and "usability."

B () () ()

C. FEDERAL COMPLIANCE BOARD

The scope of the federal Architectural and Transportation Barriers Compliance Board (ATBCB) should be broadened and include: (1) increased authority relative to all federal agencies involved in transportation programs for disabled individuals; (2) development and enforcement of national transportation accessibility and usability standards for all mass transit vehicles; (3) establishment of local and state units of ATBCB to promote compliance efforts; and (4) broadened membership on the Board to include disabled consumers. To accomplish these actions, more adequate funding must be provided for ATBCB's operations.

C () () ()

D. TRAIN ACCESSIBILITY

AMTRAK legislation should establish a clear policy regarding the requirement for accessibility in trains and railroad terminals.

D () () ()

E. AMEND ARCHITECTURAL BARRIERS ACT

The Architectural Barriers Act of 1968 should be amended to require that all transportation vehicles purchased or modified using federal funds are accessible.

E () () ()

F. PROHIBIT TRANSPORTATION DISCRIMINATION

Federal legislation is needed to make it illegal to prohibit the transport of any person solely on the basis of disability.

F () () ()

SOCIAL CONCERNS

G. NATIONAL TRANSPORTATION COMMITTEE

The federal government must establish a national transportation decision-making committee, comprised of at least 51 percent handicapped persons, to monitor and evaluate compliance with transit laws and recommend legislative changes. This committee should assist the Secretary of the Department of Transportation in making decisions regarding transportation accessibility.

H. TRANSPORTATION TRUST FUND

A Transportation Trust Fund should be established to fund the costs of transporting disabled persons.

I. DISABLED CONSUMER COMMITTEES

The Department of Transportation should not grant funds to state or local governments which do not have committees of handicapped consumers committed to fully accessible transportation which participate substantively in the decision-making process.

J. ACCESSIBLE AIRCRAFT DESIGN

The Federal Aviation Administration should have the legislative mandate to require the design of accessible aircraft.

Ballot: Issue SOC VI-10

Recom- mendation	Priority Vote		
	1st	2nd	3rd
G	()	()	()
H	()	()	()
I	()	()	()
J	()	()	()

SOCIAL CONCERNS

Ballot: Issue SOC VI-6

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC VI-6 SOCIAL CONCERNS—TRANSPORTATION ACCESSIBILITY

How can the purchase of specially equipped personal vehicles for handicapped individuals be made more affordable?

A. FEDERAL FINANCIAL ASSISTANCE

The federal government should provide all or part of the cost of purchasing a specially equipped personal vehicle or modifying a personal vehicle.

A () () ()

B. TAX DEDUCTION

Federal, state and local governments should allow tax deductions for the purchase or modification of a personal vehicle so it is specially equipped.

B () () ()

C. STATE FINANCIAL ASSISTANCE

State governments should provide all or part of the costs of modifying personal vehicles or purchasing specially equipped personal vehicles.

C () () ()

D. LOANS

Federal and state governments should guarantee long-term, low or no interest loans for the purchase of specially equipped personal vehicles by disabled persons.

D () () ()

E. BASE ASSISTANCE ON NEED

Any financial assistance provided for the purchase or modification of vehicles should be based on the income levels of disabled individuals.

E () () ()

F. STANDARDIZATION OF SPECIALLY EQUIPPED VEHICLES

The design of specially equipped personal vehicles should be standardized in order to lower vehicle cost and financial assistance should be provided to manufacturers in order to promote this standardization.

F () () ()

G. PROVIDE INFORMATION

At the local level, cost data and other information should be made available to disabled consumers to assist them in the selection of specially equipped vehicles or equipment to modify vehicles.

G () () ()

SOCIAL CONCERNS

Ballot: Issue SOC VI-11

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC VI-11 SOCIAL CONCERNS—TRANSPORTATION ACCESSIBILITY

Under the authority of existing laws, what actions should be taken by federal agencies other than the Urban Mass Transportation Administration to assure transportation which is accessible?

A. CONSUMERS ON POLICY OR REVIEW BOARDS

Disabled persons should compose a significant percentage of the membership of federal policy and review boards relating to transportation services for handicapped persons.

A () () ()

B. REGULATIONS FOR EQUITABLE TREATMENT

All federal agencies which administer any programs relating to transportation services for disabled citizens, must develop regulations requiring non-discriminatory treatment of handicapped individuals. These regulations should address the transportation design needs and attendant services of disabled consumers.

B () () ()

C. ENFORCEMENT

The transportation accessibility provisions of existing legislation and regulations for all federal agencies, including all Department of Transportation agencies, should be strictly enforced.

C () () ()

D. NATIONAL SURVEY

To improve transportation services, a national survey must be conducted to determine the transportation needs of disabled consumers in urban and rural areas of the nation. The Census Bureau must collect sufficient demographic data to make such an assessment possible.

D () () ()

E. NATIONAL CITIZENS COMMITTEE

Establish a National Citizens Committee to review all federal transportation laws to assess compliance with accessibility requirements and recommend any needed changes, including funding.

E () () ()

F. PRESIDENTIAL EXECUTIVE ORDER

A Presidential Executive Order should be issued stating that no federal funds will be provided to transportation systems and programs that are not accessible.

F () () ()

G. CONGRESSIONAL HEARINGS

Congress should initiate public hearings regarding the policies of the Federal Aviation Administration and the Civil Aeronautics Board concerning the travel of disabled consumers on airlines, and pass any needed legislation to correct discriminatory policies.

G () () ()

SOCIAL CONCERNS

Ballot: Issue SOC VI-11

H. NATIONAL TRANSPORTATION ACCESSIBILITY PLAN
 The federal government should develop a systemized plan to provide accessible air and land transportation locally, regionally and nationally for all disabled consumers.

Recom- mendation	Priority Vote		
	1st	2nd	3rd
H	()	()	()

I. PUBLIC HEARING FACILITY ACCESSIBILITY
 The federal government should hold all public hearings on transportation in accessible facilities.

I	()	()	()
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J. ACCESSIBILITY COMMITMENT OF DOT OFFICIALS
 The Secretary of the Department of Transportation (DOT) and other appointed officials of DOT must have a demonstrated commitment to fully accessible multi-modal public transportation systems, usable by all people.

J	()	()	()
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K. ENFORCEMENT IN UNIQUE AREAS
 Federal transportation laws and regulations must be flexibly applied to unique areas such as certain U.S. territories.

K	()	()	()
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SOCIAL CONCERNS

Ballot: Issue SOC VI-18

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC VI-18 SOCIAL CONCERNS—TRANSPORTATION ACCESSIBILITY

What training, education and information should be provided to improve transportation programs and services for disabled individuals?

A. TRAIN TRANSPORTATION PERSONNEL

Develop instructional guidelines for and train public transit and paratransit personnel regarding the abilities and needs of, and appropriate assistance for, riders who are disabled. Public funding should be provided to stimulate such training and examinations utilized to assure proficiency of personnel. Handicapped consumers should be involved in the development of instructional materials and in the provision of training.

A () () ()

B. PUBLIC AWARENESS

The general public must be made more aware of the transportation abilities and needs of handicapped persons. This can be accomplished by such efforts as sponsoring transportation awareness days, displaying accessible transportation vehicles, and utilizing mass media to discuss barrier removal needs.

B () () ()

C. TRANSPORTATION INFORMATION IN TERMINALS

Transportation terminals for the public should include clear signs for information and direction, teletypewriting equipment for communication of schedule and other information, braille information on schedules, and audio and visual scheduling information and announcements.

C () () ()

D. TRANSIT VEHICLE INFORMATION

Transportation vehicles serving the public should provide audio announcements of stops as well as braille instructions for emergencies.

D () () ()

E. CENTRALIZED INFORMATION SERVICES

A central information and dissemination center should be established for transit operators, disabled individuals and other interested persons. This information center should contain data on new accessible equipment, public and private systems which are accessible, and demographic data on handicapped persons.

E () () ()

F. TRAVELER AID PROGRAM

A traveler aid program should be inaugurated at all major transportation terminals which includes a toll free information number and trained personnel to assist disabled persons. Such programs must be adequately publicized.

F () () ()

SOCIAL CONCERNS

G. GUIDELINES FOR TRANSIT SIGNS

Federal guidelines should be established for size and placement of raised numbers or letters on street signs, bus stop signs, and all transportation terminal signs.

H. DECISION-MAKERS AWARENESS

Transportation policymakers and other decision-makers should be made aware of the transportation needs of disabled persons.

I. TRAIN DISABLED PERSONS TO USE TRANSIT

Handicapped individuals should be trained to use public transit in order to facilitate their use of such systems.

Ballot: Issue SOC VI-18

Recom- mendation	Priority Vote		
	1st	2nd	3rd
G	(	) (	) ()
H	(	) (	) ()
I	(	) (	) ()

SOCIAL CONCERNS

Ballot: Issue SOC VI-15

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC VI-15 SOCIAL CONCERNS—TRANSPORTATION ACCESSIBILITY

How can the parking and pedestrian problems of handicapped persons be alleviated?

A. UNIFORM VEHICLE DESIGNATION

A uniform disabled driver designation for license plates or permits should be established to enable handicapped persons to use reserved parking.

A () () ()

B. RESERVED PARKING ORDINANCES

There should be ordinances in each community which stipulate that some reserved parking must be provided at all publicly-used facilities. These special parking spaces must follow accepted standard measurements, be uniformly designated, and located conveniently to ramps and entrances.

B () () ()

C. ENFORCEMENT OF RESERVED PARKING

Legislation is needed to establish or strengthen enforcement procedures for reserved parking. Enforcement actions could include fines and other penalties such as towing of violators, posting all reserved parking regulations, and establishing a "hot-line" in each state or community to be used to phone in the license numbers of those illegally using disabled persons' parking spaces.

C () () ()

D. LICENSE PLATES FOR NON-DRIVERS

Issue handicapped driver license plates or permits to disabled consumers who are non-drivers for use by those who frequently transport them.

D () () ()

E. PUBLIC AWARENESS OF RESERVED PARKING

The public's awareness of the need for and regulations pertaining to reserved parking for disabled citizens must be increased through a variety of actions, such as providing information in public service announcements, driver training courses, driver licensing manuals; and through placement of informational notices on the vehicles of those who park illegally in reserved spaces.

E () () ()

F. STATE RECIPROCITY

States should establish reciprocal agreements to honor handicapped parking privileges.

F () () ()

G. EXEMPTIONS FROM FINES

Disabled drivers should be exempted from fines for over-parking in meter zones and parking in restricted areas.

G () () ()

SOCIAL CONCERNS

Ballot: Issue SOC VI-15

- H. RESERVED PARKING AT RESIDENCE AND OFFICE**
Reserved parking, when necessary, should be designated near a disabled person's residence and place of work.
- I. NO OBVIOUS DESIGNATION ON LICENSE PLATES**
An obvious designation should never appear on a disabled driver's license plate as it promotes segregation and singles out the occupant as a potential target for attack.
- J. AUDIBLE TRAFFIC SIGNALS**
Audible traffic signals should be provided to increase pedestrian mobility and safety of visually impaired persons.
- K. DECISION-MAKERS AWARENESS OF PARKING NEEDS**
Government officials, building owners and other key decision-makers must be made aware of the need for reserved parking for disabled persons.
- L. DOT TO STIMULATE PUBLIC AWARENESS**
The U.S. Department of Transportation (DOT) should encourage states to undertake public awareness campaigns designed to educate all drivers about reserved parking for handicapped individuals.
- M. CURB CUTS OR RAMPS**
Curb cuts or ramps should be provided at crosswalks for persons with mobility limitations.
- N. RIGHT TURN-ON-RED**
Legislation allowing drivers to turn right-on-red should be repealed as it impairs the safety of those persons with mobility limitations.
- O. FEDERAL STANDARDS FOR PEDESTRIAN PROBLEMS**
The federal government should develop standards for crosswalks, sidewalks, and placement of street furniture to alleviate problems of handicapped pedestrians.

Recom- mendation	Priority Vote		
	1st	2nd	3rd
H	()	()	()
I	()	()	()
J	()	()	()
K	()	()	()
L	()	()	()
M	()	()	()
N	()	()	()
O	()	()	()

SOCIAL CONCERNS

Ballot: Issue SOC VI-16

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC VI-16 SOCIAL CONCERNS—TRANSPORTATION ACCESSIBILITY

What actions should be taken to assure the design, manufacture and sale of accessible public transit, paratransit and personal vehicles?

A. FUND DESIGN OF ACCESSIBLE VEHICLES

Public funds should be provided to companies to promote the design of accessible vehicles (mass transit, paratransit and personal vehicles) and equipment necessary to adapt vehicles for accessibility.

A () () ()

B. TAX INCENTIVES FOR DESIGN AND MANUFACTURE

Provide federal and state tax incentives to companies designing and manufacturing accessible vehicles (public transit, paratransit and personal vehicles).

B () () ()

C. FUND MANUFACTURE OF ACCESSIBLE VEHICLES

Public funds should be provided to companies to promote the manufacture of accessible mass transit, paratransit and personal vehicles and equipment necessary to adapt existing vehicles.

C () () ()

D. EDUCATE MANUFACTURERS AND DESIGNERS

Vehicle designers and manufacturers must be educated by the U.S. Department of Transportation as to the need for and the marketing value of producing accessible personal and public vehicles and specialized equipment for adapting such vehicles.

D () () ()

E. SALE AND SERVICE OF ACCESSIBLE VEHICLES

Federal and state governments should educate dealers of the need to stock accessible vehicles and, when necessary, encourage through financial incentives the sale and service of specially equipped personal vehicles.

E () () ()

F. DOT DESIGN STANDARDS

The Department of Transportation (DOT) should develop guidelines, including safety standards, for the design of accessible personal and public use vehicles.

F () () ()

G. AUTO RENTALS

The federal government should provide financial incentives to auto rental companies which stock accessible vehicles.

G () () ()

SOCIAL CONCERNS

H. PRIVATE FUNDING FOR DESIGN

Private funds are needed to support the accessible design of all types of accessible vehicles.

I. STATE DESIGN STANDARDS

State Transportation Departments should develop design standards for accessible vehicles.

J. FEDERAL STANDARDS FOR AUTO SIZE

The federal government should set standards so that each auto manufacturer produces a model large enough to accommodate wheelchairs.

Ballot: Issue SOC VI-16				
Recom- mendation	Priority Vote			
	1st	2nd	3rd	
H	(	)	(	)
I	(	)	(	)
J	(	)	(	)

SOCIAL CONCERNS

Ballot: Issue SOC VI-8

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC VI-8 SOCIAL CONCERNS—TRANSPORTATION ACCESSIBILITY

How can the Urban Mass Transportation (UMT) Act of 1964 be further amended to assure accessible public transportation?

A. FEDERAL FUNDING CONTINGENT ON ACCESSIBILITY

The Urban Mass Transportation (UMT) Act should be amended to specifically mandate that federal funding for the purchase of mass transit vehicles be contingent upon those vehicles being accessible to disabled persons.

A () () ()

B. COMPREHENSIVE CHANGES IN UMT LEGISLATION

Federal legislation, similar to that proposed but not passed in the last session of Congress, should be enacted which would comprehensively amend existing Urban Mass Transportation legislation. Such legislation should include requirements for: (1) all federally funded new public transit vehicles to be accessible (the Secretary of the Department of Transportation could waive this requirement only if all other elements required in the legislation are implemented and an affordable, alternative system provided); (2) local planning and advisory committees composed of at least 50 percent handicapped persons; (3) public hearings on proposed services for disabled individuals; (4) comprehensive local plans and implementation schedules to meet the needs of disabled persons; and (5) establishment of a National Advisory Council on Accessibility of Mass Transportation.

B () () ()

C. PROVIDE HALF-FARE DURING ALL HOURS

The current federal requirement that transit systems charge disabled riders a half-fare during off-peak hours should be extended to all hours of operation.

C () () ()

D. ELIMINATE HALF-FARE REQUIREMENT

Urban Mass Transportation legislation should be amended to repeal the half-fare requirement for disabled and elderly persons.

D () () ()

E. ACCESS AND EQUIVALENT TRANSPORTATION, A CIVIL RIGHT

Amend Section 16 of the Urban Mass Transportation Act to read: "It is hereby declared to be a civil right of elderly and handicapped persons to utilize the same transportation facilities and services as other persons; that special efforts shall be made . . . so that the availability to elderly and handicapped persons of equivalent mass transportation . . . will be assured."

E () () ()

SOCIAL CONCERNS

F. STUDY TO PROVE ACCESSIBILITY

Amend Urban Mass Transportation legislation to require any transit system receiving federal funds to prepare a detailed study which shows that all modes of transportation and all transit facilities operated by the system will provide total accessibility to all handicapped persons.

G. CONSUMER COMPLIANCE BOARD

Urban Mass Transportation legislation should be amended to establish a compliance board of disabled consumers to assure strict enforcement of accessibility provisions in transportation laws and regulations.

Ballot: Issue SOC VI-8

Recom- mendation	Priority Vote		
	1st	2nd	3rd
F	()	()	()

G	()	()	()
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SOCIAL CONCERNS

Ballot: Issue SOC VI-17

Recom- mendation	1st	2nd	3rd
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SOC VI-17 SOCIAL CONCERNS—TRANSPORTATION ACCESSIBILITY

What actions should be taken by handicapped consumers to promote transportation accessibility?

A. PLANNING AND POLICY SETTING

Handicapped individuals must become involved in planning and other decision-making relative to transportation by serving on policy or review boards of transit authorities, administrative agencies, etc.

A () () ()

B. DESIGN AND TESTING OF ACCESSIBLE VEHICLES

Disabled persons must become involved in the design and testing of accessible vehicles, including serving as national design consultants for the development of accessible buses.

B () () ()

C. LAWSUITS

Disabled individuals or organizations of disabled persons should initiate lawsuits to force accessibility in transportation systems.

C () () ()

D. WATCHDOG COMMITTEES

Persons with disabling conditions should form "watchdog" committees to monitor agencies administering transportation programs.

D () () ()

E. DISSEMINATE NON-COMPLIANCE INFORMATION

Organizations of handicapped consumers should compile and widely disseminate reports and other information regarding violations of transportation accessibility laws and regulations.

E () () ()

F. PROMOTE AWARENESS

Persons with handicapping conditions should actively promote awareness of the general public and policymakers regarding the need for barrier-free transit.

F () () ()

G. FILE COMPLAINTS WITH ENFORCEMENT AGENCIES

Handicapped persons should file complaints regarding non-compliance with agencies responsible for enforcement of accessibility requirements.

G () () ()

H. LOBBYING

Consumers with disabling conditions should lobby legislative officials to seek needed changes in transportation programs and laws.

H () () ()

SOCIAL CONCERNS

Ballot: Issue SOC VI-13

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC VI-13 SOCIAL CONCERNS—TRANSPORTATION ACCESSIBILITY

At the federal, state and local level, what coordination or consolidation is necessary to assure accessible transportation programs and services?

A. STATEWIDE COORDINATION OF TRANSPORTATION PROGRAMS

Establish statewide coordination or consolidation of transportation services and programs for disabled and elderly persons including coordination or consolidation of federal, state and local funds. As part of these efforts, a statewide toll-free number should be provided for disabled individuals who wish information on available transportation services.

A () () ()

B. MAXIMUM VEHICLE UTILIZATION

All public agencies, including rehabilitation agencies, education agencies and public transit authorities, should coordinate the use of their transit vehicles to increase transportation services for disabled individuals. This would enable, for example, use of school vehicles when children are not being transported and utilization of some city buses during non-rush hours.

B () () ()

C. METROPOLITAN OR REGIONAL PLANNING ORGANIZATIONS

Metropolitan or regional planning organizations should be strengthened to coordinate urban transit services for disabled individuals.

C () () ()

D. TRANSIT/CONSUMER/SERVICE PROVIDER COORDINATION

Transit companies and agencies should coordinate with disabled consumers and health care and rehabilitation specialists in developing all plans designed to promote accessible transit for handicapped persons.

D () () ()

E. FUNDING COORDINATION

In order to stimulate coordination of transportation services, the Department of Transportation should provide funds to assist state and local governments in establishing coordinated programs.

E () () ()

F. ELIMINATE CONSOLIDATION RESTRICTIONS

Eliminate any federal or state restrictive legislation or regulations which would prohibit program and funding consolidation of transportation services for handicapped individuals.

F () () ()

G. RURAL PLANNING ORGANIZATIONS

Rural transportation should be coordinated by the establishment of such mechanisms as countywide planning organizations.

G () () ()

SOCIAL CONCERNS

Ballot: Issue SOC VI-5

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC VI-5 SOCIAL CONCERNS—TRANSPORTATION ACCESSIBILITY

How can discrimination in licensing of disabled drivers be eliminated and appropriate driver training be provided?

A. LICENSING PROCEDURES

Motor vehicle departments should develop fair and effective procedures for driver licensing of disabled persons. Such procedures should be developed in consultation with handicapped consumers and major service provider organizations and should include: development of appropriate driver ability tests; an option for oral rather than written driver tests; a provision for an administrative hearing for any handicapped person denied a license; guarantees that driving tests can be taken in the personal vehicle owned by the disabled individual; and prohibition of any requirement to provide an annual physician's statement to retain license.

A () () ()

B. PUBLIC FUNDS FOR DRIVER TRAINING

Federal and state governments should fund driver training programs for disabled drivers. These programs should utilize appropriately equipped vehicles.

B () () ()

C. PROHIBIT LICENSING DISCRIMINATION

Federal and state legislation should prohibit discrimination in licensing of disabled drivers.

C () () ()

D. PUBLIC AND PRIVATE DRIVER TRAINING

Public driver training courses and private driver training schools should include appropriate training for disabled drivers.

D () () ()

E. DOT STUDY AND STANDARDS

The Department of Transportation (DOT) should conduct a study of the procedures and requirements used in each state to license disabled drivers. Utilizing this information, DOT should then develop and disseminate to all states minimum standards for licensing handicapped individuals.

E () () ()

F. DRIVER TRAINING INSTRUCTORS

Education courses for driver training teachers must include instruction in methods unique to disabled driver training.

F () () ()

SOCIAL CONCERNS

Ballot: Issue SOC VII-2

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC VII-2 SOCIAL CONCERNS—COMMUNICATIONS: TECHNIQUES, SYSTEMS, DEVICES

How should current mass communications systems be adapted to meet all the communications needs (including the need for emergency warnings) of handicapped persons?

A. LINE 21 CAPTION TELEVISION

The Federal Communications Commission should require the television networks to implement a system of closed captioning of all programs through the Line 21 adapted converter mechanism as proposed by the Public Broadcasting System in petition RM 2612.

A () () ()

B. ESTABLISHMENT OF TELETYPEWRITER (TTY) LOCATIONS

Federal and state legislation should require (TTYs) and outlets for portable TTY machines placed at strategic public places to provide a means of communication for the hearing impaired.

B () () ()

C. AUDITORY/VISUAL EMERGENCY BROADCASTS

The Federal Communications Commission should require both auditory and visual messages to be broadcast on television during emergencies.

C () () ()

D. TELEPHONE ACCESSIBILITY

Federal and state governments should enact legislation to insure the accessibility of public telephones to all handicapped individuals.

D () () ()

E. TV CAPTIONING AND INTERPRETING

The Federal Communications Commission should require captioning or interpretation for the deaf of all news programs and public service broadcasts on commercial and public TV.

E () () ()

F. TELETYPEWRITER RATES

Federal legislation should require the telephone-company to offer reduced rates for handicapped users of teletypewriters (TTY) and other modified communication equipment.

F () () ()

G. ALARM SYSTEMS IN PUBLIC BUILDINGS

Federal and state legislation should require visual/vibratory alarm systems to be installed in all rooms of all public buildings.

G () () ()

SOCIAL CONCERNS

H. FREE TELEPHONE OPERATOR ASSISTANCE

State and localities should require that specific categories of handicapped individuals (severely disabled and blind) be exempt from additional charges for operator-assisted telephone calls or director assistance. The callers will be identifiable through a mechanism such as a credit aid with a special code.

I. TAX CREDITS FOR COMMUNICATIONS DEVICES

The federal and state governments should provide tax credits to handicapped individuals and incentives for programming with commercial and public television to allow disabled persons to benefit from the media. Captioned TV and captioning decoders are an example of a system that could profit from such tax credits.

J. INFORMATIONAL NEEDS

The communications media should meet the special informational needs of the handicapped (such as information about new services of devices or barrier-free transportation and facilities) by developing "market-place commentaries" and other programming innovations.

K. TV PROGRAMS WITH INTERPRETERS

The Federal Communications Commission and the major networks as well as the Public Broadcasting System should work toward increasing the number of television programs on local and national networks with interpreters for the deaf.

L. COMMUNICATIONS TECHNOLOGY GRANTS

The federal government should award research grants to regional media centers to develop new communications technology (for example, the use of computer technology to produce braille media) and to adapt current communication systems to maximize communication.

M. INFORMATION CLEARINGHOUSE

Federal or state governments should create a clearinghouse to disseminate information through the media pertaining to educational, interpretation, and other services; rights and benefits; employment; and barrier elimination.

N. FEDERAL FUNDS FOR INTERPRETATION

Federal funds should be provided for interpreting for the deaf major speeches by government officials and other public service TV broadcasts.

Ballot: Issue SOC VII-2

Recom- mendation	Priority Vote		
	1st	2nd	3rd
H	(	)	() ()
I	(	)	() ()
J	(	)	() ()
K	(	)	() ()
L	(	)	() ()
M	(	)	() ()
N	(	)	() ()

SOCIAL CONCERNS

Ballot: Issue SOC VII-2

O. SERVICES FOR THE DEAF

Federal legislation should mandate the division for the Blind and Physically Handicapped of the Library of Congress to incorporate additional services for the deaf into their service delivery program (such as free equipment and postage, materials and repairs for decoding equipment for the deaf, etc.)

P. SPECIAL TELEPHONE EQUIPMENT

The telephone company should be required to provide special equipment for hearing impaired customers at no extra cost.

Q. SPECIAL RADIO STATION

The Federal Communications Commission should require a special radio station or closed circuit system in each broadcasting area to provide educational and recreational information for the visually impaired population.

R. UNIVERSAL WARNING SYMBOLS

The federal government should develop universal warning symbols to inform hearing impaired persons of weather and other emergencies.

S. EXPAND EDUCATIONAL TELEVISION

Federal support should be provided to expand educational television, interpreter television and public broadcasting systems, in all areas of the United States in order to meet the general educational needs of the handicapped population.

T. PROGRAM DEVELOPMENT

The Federal Communications Commission should require the development of specific radio and television programming relevant to the needs of handicapped individuals. The networks should utilize handicapped individuals and knowledgeable experts as consultants in this program development.

U. PRIME TIME COVERAGE

The Federal Communications Commission should require commercial and educational television stations to allocate some prime time to programs and public service announcements for the handicapped.

V. SOUND SYSTEM FOR TRAFFIC LIGHTS

Municipalities should adapt traffic lights with a sound system to help the blind in crossing streets.

Recom- mendation	Priority Vote		
	1st	2nd	3rd
O	()	()	()
P	()	()	()
Q	()	()	()
R	()	()	()
S	()	()	()
T	()	()	()
U	()	()	()
V	()	()	()

SOCIAL CONCERNS

Ballot: Issue SOC VII-2

Recom- mendation	Priority Vote		
	1st	2nd	3rd

W. ADVERTISING SPECIAL TELEPHONE EQUIPMENT

The telephone companies throughout the country should inform customers through telephone director advertising or the monthly billings about special communication equipment currently available to handicapped individuals.

W () () ()

X. EMERGENCY POWER GENERATORS FOR WARNING SYSTEMS

Governmental agencies should require public buildings to have emergency power generators to ensure the continued operation of alarm systems for the handicapped in case normal power systems fail.

X () () ()

Y. TELEPHONE AMPLIFICATION DEVICES

Federal, state and local governments should enact legislation to ensure the accessibility of both public and private telephones to the hearing impaired through amplification devices.

Y () () ()

Z. AUDIO-READER PROGRAMMING

The broadcast media should expand audio-reader programming to meet the needs of young blind persons and improve the quality of audio-reader volunteers.

Z () () ()

AA. TV INTERPRETATION

The Federal Communications Commission should require that one of the three major television networks, on a rotation basis, show an interpreter for the deaf when major events of public interest are broadcast.

AA () () ()

BB. COMMUNICATION FACILITATORS

The Department of Health, Education and Welfare should draft regulations pertaining to the delivery of services to handicapped individuals which address the need for communication facilitators.

BB () () ()

CC. EMERGENCY TELEPHONE NUMBER

State or localities should establish a unique emergency telephone number for the deaf and speech impaired who require police and/or fire department assistance.

CC () () ()

DD. EMERGENCY WARNING LAWS

State should enforce existing laws concerning emergency warnings.

DD () () ()

EE. INTERPRETER SYMBOL

Federal, state and local governments should label public buildings with a symbol notifying deaf citizens when an interpreter is available to assist them in communicating their needs.

EE () () ()

SOCIAL CONCERNS

FF. STUDY OF PUBLIC UTILITIES

The federal government should conduct a study of the responsibilities of public utilities with regard to equal access to telephone communications for handicapped individuals.

GG. SENSORS AS WARNING DEVICES

A Congressional committee should investigate the sensor devices developed by the Department of Defense and Intelligence agencies for possible application to the needs of handicapped citizens as warning devices.

HH. CONTINUOUS NEWS TV STATION

The federal government should establish and fund in each community a broadcast station for the sole purpose of providing news for the visual and hearing impaired populations on a continuous basis.

II. EDUCATIONAL ORGANIZATIONS

Federal and state funds should be allocated for educational organizations to assist and teach handicapped persons to use communications media.

JJ. LICENSING BROADCASTERS

The Federal Communications Commission should require broadcasters applying for licenses and license renewals to demonstrate that they utilize the latest technological developments to accommodate the special needs of the handicapped population.

KK. EMBLEMS FOR HOMES OF HANDICAPPED INDIVIDUALS

Municipal governments should require that homes and buildings where handicapped people live and work be marked with a special emblem to facilitate rescue in emergencies.

LL. LISTING OF HANDICAPPED INDIVIDUALS

Appropriate public agencies should encourage the disabled through captioned public service announcements to identify themselves so that a listing of handicapped individuals is available to police and fire departments during emergencies.

MM. BRAILLE PUBLICATIONS

All publications should work to develop braille editions.

Ballot: Issue SOC VII-2

Recom- mendation	Priority Vote		
	1st	2nd	3rd
FF	()	()	()

GG () () ()

HH () () ()

II () () ()

JJ () () ()

KK () () ()

LL () () ()

MM () () ()

SOCIAL CONCERNS

Ballot: Issue SOC VII-2

Recom- mendation	1st	2nd	3rd
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NN. LIBRARIANS' AWARENESS

State governments should foster cooperation among state and local agencies to make public, academic and special librarians aware of the information and materials available for handicapped users.

NN () () ()

OO. BLINKING TRAFFIC LIGHTS

State and local governments should install blinking traffic lights to warn deaf motorists of approaching emergency vehicles.

OO () () ()

PP. NEWSPAPER NOTATION OF CAPTIONED PROGRAMS

Newspapers should note which TV programs are captioned for the hearing impaired.

PP () () ()

QQ. HANDICAPPED-OWNED TV AND RADIO STATIONS

The federal government should fund the establishment of independent radio and television stations owned and operated by handicapped people.

QQ () () ()

RR. LOWER SIGNS

Municipal governments should develop a policy to lower signs and informational material to a readable height for individuals in wheelchairs.

RR () () ()

SS. TACTILE SIGNALS

Federal, state and local governments should pass legislation requiring the use of tactile signals for visually impaired individuals at hazardous areas.

SS () () ()

SOCIAL CONCERNS

Ballot: Issue SOC VII-1

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC VII-1 SOCIAL CONCERNS—COMMUNICATIONS: TECHNIQUES, SYSTEMS, DEVICES

Given the role of mass media in effecting attitudes, what should the industry do to promote accurate images of the abilities and problems of handicapped individuals?

A. PUBLIC SERVICE ANNOUNCEMENTS

The communications industry should develop a consistent program of public service announcements designed to provide the general public with facts about different handicapping conditions.

A () () ()

B. HIRING HANDICAPPED

The media industry should actively promote the hiring of handicapped individuals for visible positions in the media (i.e., reporters, newscasters, moderators, actors, actresses, and principals in commercials).

B () () ()

C. GUIDELINES TO REDUCE OVER-DRAMATIZATION

Communications, health professionals and consumer representatives should develop guidelines for the mass media designed to eliminate or reduce the amount of over-dramatization and sensationalism when portraying handicapped individuals.

C () () ()

D. MEDIA COVERAGE

The communications industry should provide factual and impartial coverage of events pertaining to the problems and activities of handicapped individuals, including prime time TV coverage.

D () () ()

E. TV AWARENESS PROGRAMS

The communications industry should produce programs to increase public awareness of the needs of the handicapped. Public utilities and private business should be solicited for financial support of these programs.

E () () ()

F. FEDERAL INFORMATION CLEARINGHOUSE

The federal government should create a federal clearinghouse to provide information about handicapped populations to the media.

F () () ()

G. DISABLED PERSONS AS TV PROGRAM CHARACTERS

The television networks should cast disabled persons as characters in major regular television programs.

G () () ()

SOCIAL CONCERNS

Ballot: Issue SOC VII-1

Recom- mendation	Priority Vote		
	1st	2nd	3rd
H	(	)	() ()
I	(	)	() ()
J	(	)	() ()
K	(	)	() ()
L	(	)	() ()

H. CONSUMERS/HEALTH PROFESSIONALS AS CONSULTANTS

The communications industry should use consumers and health professionals as consultants in the production of programming which portrays handicapped individuals.

I. STATEWIDE INFORMATION CLEARINGHOUSE

States should create statewide information clearinghouses to collect and disseminate information pertaining to communications, particularly in areas like educational services, referral sources, laws, interpreting services, employment, rights and benefits and barrier elimination.

J. TV CAPTIONING AND INTERPRETING

The television networks should caption or interpret all programs for the deaf population. Where appropriate, captions should be provided in Spanish.

K. COMMUNITY "WHITE HOUSE" CONFERENCE

State officials and local groups should organize annual "White House" conference workshops, with media coverage, to promote understanding of and action on priority issues related to handicapped individuals.

L. ACHIEVEMENTS OF HANDICAPPED INDIVIDUALS

The media should present more realistic portrayals of handicapped people; including the achievements of successful handicapped individuals.

SOCIAL CONCERNS

Ballot: Issue SOC VII-4

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC VII-4 SOCIAL CONCERNS—COMMUNICATIONS: TECHNIQUES, SYSTEMS, DEVICES

How can the costs of purchasing and using communication devices and systems for disabled persons best be met?

A. TELETYPEWRITER (TTY) RATE STRUCTURES

The federal government should authorize the adjustment of telephone company rate structures to provide special reduced rates for registered deaf teletypewriter users on long distance calls.

A () () ()

B. PROVISION OF STANDARD DEVICES BY GOVERNMENTS

The federal and state governments should fund the provision of standard devices (i.e., teletypewriters, optacons, closed circuit TV and other communication systems) to all handicapped individuals who need them.

B () () ()

C. FEDERALLY SUBSIDIZED RESEARCH

The federal government should increase federal research and development programs aimed at benefitting handicapped persons' needs in the area of communication devices through technological developments.

C () () ()

D. TAX EXEMPTIONS FOR CONSUMERS

The Internal Revenue Service should provide income tax exemptions, deductions or credits to persons with communication disorders for the purchase of communication devices.

D () () ()

E. AMEND INTERNAL REVENUE SERVICE CODE

The Internal Revenue Service should amend the IRS Code making deductions for communication devices a special category, deductible in total, rather than merely a percentage of medical deductions.

E () () ()

F. REVENUE SHARING FUNDS

Revenue sharing funds should be used for community development projects relating to communication systems for the disabled.

F () () ()

G. MEDICAID COVERAGE OF HEARING AIDS

The federal government should expand Medicaid and Medicare provisions to help insure that all elderly and indigent persons who need hearing aids can obtain them.

G () () ()

SOCIAL CONCERNS

H. LOW-COST LOANS FOR EQUIPMENT

Low-cost loans should be made available to disabled individuals for the purchase of communications equipment.

I. INDUSTRIAL TAX DEDUCTIONS

The Internal Revenue Service should provide tax deductions for companies which purchase communications systems or devices for their handicapped employees.

J. RENTAL OF EQUIPMENT

The federal government or communication companies should make expensive communication equipment for the handicapped available on a rental basis, with the rental fee applicable to the purchase price.

K. SERVICES BY COMMUNICATIONS COMPANIES

Communications companies should provide special communications services and systems to handicapped people as a public service.

Ballot: Issue SOC VII-4

Recom- mendation	Priority Vote		
	1st	2nd	3rd
H	()	()	()
I	()	()	()
J	()	()	()
K	()	()	()

SOCIAL CONCERNS

Ballot: Issue SOC VII-7

Recom- mendation	1st	2nd	3rd
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SOC VII-7 SOCIAL CONCERNS—COMMUNICATIONS: TECHNIQUES, SYSTEMS, DEVICES

What actions are needed to insure that all public buildings and facilities will provide appropriate communication devices and systems, including life-saving warning systems, which are specific to the communicational modes of all handicapped persons?

A. COMMUNICATIONS IN PUBLIC BUILDINGS

Federal and state governments should require that all public buildings install appropriate communications devices and systems including life-saving warning systems for the handicapped.

A () () ()

B. BUILDING CODES

Federal, state and local governments should include in building codes provisions for Braille markers for elevator floors; knurled door handles and crash bars; Braille markers and instructions on fire extinguishers; large print for emergency systems; Braille diagrams of entrances and exits; emergency warning devices for all handicapped individuals.

B () () ()

C. INTERPRETATION BUREAUS

State and local agencies should establish interpretation bureaus to be used by hospitals, courts, police departments and other municipal agencies to meet the emergency needs of persons with communication handicaps.

C () () ()

D. TELECOMMUNICATIONS CENTERS IN PUBLIC BUILDINGS

Federal, state and local governments should establish telecommunications centers including teletypewriters in all large area hospitals, health agencies, police and fire departments, transportation terminals, ambulance services, banks, nursing homes, and major companies for the benefit of the hearing impaired.

D () () ()

E. SHELTER AREAS IN PUBLIC BUILDINGS

Legislation should require that all public buildings and facilities have specific areas for use by handicapped persons in emergencies so they can be reached by rescue personnel.

E () () ()

F. RESEARCH ON BUILDING SAFETY

Federal and state governments should fund research in the areas of personal safety and emergency warning systems for handicapped persons in all public buildings and facilities.

F () () ()

SOCIAL CONCERNS

G. HEIGHT OF TELEPHONES

The telephone company should install telephones at a lower level for little persons and persons in wheelchairs.

H. AMEND GUIDE DOG LAW

The government should amend the 1974 law regarding access of guide dogs to public buildings to allow hearing impaired individuals accompanied by trained dogs the same rights.

I. HIGHWAY EMERGENCY DEVICES

Federal and state governments should enact legislation requiring the placement of emergency notification devices, e.g., crossing bells, for persons with communication disabilities on all highway and other public roads.

J. NATIONAL FIRE PROTECTION STANDARDS

The National Fire Protection Standards should be revised to mandate inclusion of multi-modal life-safety communication systems and devices in public buildings.

K. POST OFFICE BOXES ADAPTED

The Post Office should adapt post office boxes for handicapped individuals (example: the blind, people in wheelchairs, etc.)

L. SYMBOL FOR INTERPRETERS

The appropriate public agency should develop and place in all public buildings a symbol (similar to the wheelchair symbol) indicating that an interpreter is provided to assist deaf persons.

Ballot: Issue SOC VII-7

Recom- mendation	Priority Vote		
	1st	2nd	3rd
G	(	) (	) (
H	(	) (	) (
I	(	) (	) (
J	(	) (	) (
K	(	) (	) (
L	(	) (	) (

SOCIAL CONCERNS

Ballot: Issue SOC VII-6

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC VII-6 SOCIAL CONCERNS—COMMUNICATIONS: TECHNIQUES, SYSTEMS, DEVICES

How can the professional community (educators, etc.) be encouraged to assure that handicapped individuals are provided opportunities to learn appropriate communication skills including alternative communication systems?

A. INSERVICE STAFF DEVELOPMENT PROGRAMS

Local education agencies and institutions of higher education should develop inservice staff development programs for all educators stressing awareness and skill training in alternative communication systems, as well as new methods for teaching communication skills.

A () () ()

B. SIGN LANGUAGE CLASSES

Educational institutions should establish sign language classes in universities and adult education centers as a means of promoting deaf and hearing interaction and offering deaf people an opportunity to upgrade skills and learn new vocabulary.

B () () ()

C. CERTIFICATION OF DEAF INTERPRETERS

More training programs should be established for the certification of deaf interpreters.

C () () ()

D. COMMUNICATIONS MEDIA FOR ALL PERSONS

Educators must implement changes in local school districts to insure that all persons, regardless of their level of disability, can learn media through which communication can occur.

D () () ()

E. INTERPRETER-TUTORS

School systems should provide interpreter-tutors for hearing impaired students who are being mainstreamed into regular classes.

E () () ()

F. PROFESSIONAL COMMITMENT

The professional community should make a commitment that, regardless of a person's level of disability, he or she would receive instruction in a medium through which communication can occur.

F () () ()

G. EXPANDED READING AND WRITING SERVICES

Expand and develop reading and writing services similar to the ones offered to the blind to include other disabilities. These services would be for people who are unable to carry out one or both of these activities because of their level of disability.

G () () ()

SOCIAL CONCERNS

H. EDUCATION FOR ALL HANDICAPPED CHILDREN ACT

The professional community should use the Education for All Handicapped Children Act of 1975 as a mechanism for assuring that all handicapped children are provided opportunities to learn appropriate communication skills, including alternative systems when necessary.

I. SUB-DEPARTMENTS ON COMMUNICATION SKILLS

States should create, within state departments of education, sub-departments on communication skills to meet the communication needs of all handicapped persons in public and private educational institutions in the state.

J. SUFFICIENT FUNDS FOR PL 94-142

The federal and state governments should appropriate sufficient funds to carry out effectively the provisions of PL 94-142, the Education for All Handicapped Children Act of 1975.

K. CONTINUING EDUCATION FOR DEAF ADULTS

Education agencies should provide continuing education programs (e.g., in local community colleges) for deaf adults.

L. BRAILLE AS SECOND LANGUAGE

Local education agencies and institutions of higher education should include Braille in the curriculum as a second language in high schools and colleges for able-bodied students. Braille instruction should also be available to able-bodied elementary school children as an optional subject.

M. EDUCATION COURSES

Institutions of higher education should provide general education elective courses which deal with the problems and the capacities of disabled students from elementary school to the university level.

N. FUNDING FOR EDUCATION IN COMMUNICATIONS SKILLS

Federal and state governments should provide funding for stipends to persons willing to receive proper training to effectively teach all communications skills, including training in new methods.

O. PEDIATRIC SCREENING FOR HEARING LOSS

Clinical specialists (audiologists, nurses and technicians) should conduct large-scale periodic screening to identify children with a hearing loss.

Ballot: Issue SOC VII-6				
Recom- mendation	Priority Vote			
	1st	2nd	3rd	
H	(	)	(	)
I	(	)	(	)
J	(	)	(	)
K	(	)	(	)
L	(	)	(	)
M	(	)	(	)
N	(	)	(	)
O	(	)	(	)

SOCIAL CONCERNS

Ballot: Issue SOC VII-6

P. AWARENESS EDUCATION

Educators and other professionals should develop and conduct public programs to promote wider awareness of the implications of hearing loss.

Q. ALTERNATIVE COMMUNICATION TRAINING

Teacher training institutions should incorporate the teaching of alternative methods of communication into all special education degree programs.

R. ORIENTATION COURSES

Local education agencies and universities should provide elective orientation courses, at all educational levels, about the unique problems and capacities of handicapped individuals.

S. SIGN LANGUAGE AS ELECTIVE

The Department of Health, Education and Welfare, Bureau of Education for the Handicapped, and state education agencies should require that sign language be offered as an elective in all schools where foreign languages are required.

T. INPUT FROM HANDICAPPED INDIVIDUALS

The professional community should get input from handicapped individuals when designing training and educational programs related to communication skills.

U. MAJOR HEALTH CENTER CONSULTATION

Major health and rehabilitation centers should consult more closely with public school nurses in identifying hearing loss.

V. EARLY COMMUNICATIONS TRAINING

Federal and state governments should increase itinerant teachers' programs, family counseling, and awareness programs for the medical profession to reach disabled children and their families early for training in communication skills.

W. TOLL-FREE TELEPHONE REFERRAL

The federal or state governments should fund and establish toll-free telephone lines in each state to serve as a central state referral source. The lines would provide information and resources related to communication skills for the professional community.

Recom- mendation	Priority Vote		
	1st	2nd	3rd
P	()	()	()
Q	()	()	()
R	()	()	()
S	()	()	()
T	()	()	()
U	()	()	()
V	()	()	()
W	()	()	()

SOCIAL CONCERNS

X. STATE COORDINATING OFFICE

State governments should establish state coordinating offices for handicapped individuals, to serve as a clearinghouse for the production and dissemination of information related to communication skills.

Y. DIRECTORY OF AIDS AND DEVICES

The Department of Health, Education and Welfare should publish a directory with illustrations of all available communications aids, equipment and devices, including information on source and cost. The directory should be distributed to service providers and handicapped individuals.

Ballot: Issue SOC VII-6

Recom- mendation	Priority Vote		
	1st	2nd	3rd
X	(	)	() ()

Y	(	)	() ()
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SOCIAL CONCERNS

Ballot: Issue SOC VII-9

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC VII-9 SOCIAL CONCERNS—COMMUNICATIONS: TECHNIQUES, SYSTEMS, DEVICES

What training, standards and cost factors should be established to fully meet the need for communication "facilitators" (readers for blind persons, interpreters for deaf individuals, etc.)?

A. SUBSIDY FOR INTERPRETERS

The federal, state or local governments should wholly or partially subsidize the cost of all interpreting services for the hearing impaired.

A () () ()

B. INTERPRETER TRAINING

Funding should be sought to increase the number of training programs for communication facilitators including interpreters for the deaf.

B () () ()

C. REGISTRY OF INTERPRETERS FOR DEAF

States and localities should establish a central bureau or registry of interpreters to serve as a clearinghouse for obtaining the services of qualified interpreters.

C () () ()

D. STANDARDS FOR PROFESSIONAL TRAINING AND LICENSING

Federal and state governments should establish professional standards and licensing requirements for experts treating communication disorders, including professional conduct and continuing education for professionals working with the handicapped.

D () () ()

E. INTERPRETERS FOR THE DEAF

States should establish a commission to develop standards and fee schedules for interpreters for the deaf.

E () () ()

F. TOTAL PUBLIC SERVICE

Federal, state and local legislation should require all publicly supported agencies (i.e., social security motor vehicles, elections, criminal justice, etc.) to maintain "facilitators" to communicate with handicapped individuals in their public service efforts.

F () () ()

G. HOSPITAL CERTIFICATION REQUIREMENTS FOR INTERPRETERS

States should make changes in administrative codes for hospital certification making it mandatory that they have at least one individual capable of communicating with deaf individuals.

G () () ()

SOCIAL CONCERNS

Ballot: Issue SOC VII-9

Recom- mendation	1st	2nd	3rd
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H. DOCUMENTS IN APPROPRIATE MEDIUM

Public and private agencies should insure that all documents used and distributed are in an appropriate medium for handicapped consumers (i.e., documents in Braille when the blind are involved).

H	()	()	()
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I. FEDERAL LEGISLATION FOR THE DEAF

The enforcement provisions of Section 504 of the Rehabilitation Act should be issued by the Department of Health, Education and Welfare for the deaf population, so that they will receive the benefits presently guaranteed to the blind by the Randolph-Sheppard Act and the Wagner O'Day Act.

I	()	()	()
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J. STATE FUNDS FOR AIDS

State funds should be made available not only for readers for the blind but other comparable aids for handicapped individuals.

J	()	()	()
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K. INTERPRETER TRAINING SCHOLARSHIPS

The federal government should provide scholarships for training interpreters through the National Institute of Health and other federal departments.

K	()	()	()
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L. CERTIFICATION OF HEARING AID DEALERS

Federal and state legislation should be developed to provide for the certification and appropriate training of hearing aid dealers.

L	()	()	()
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M. READERS FOR STUDENTS AND PROFESSIONALS

A sufficient number of readers should be provided for blind students and professionals who require special and/or technical information from books for school, business or profession.

M	()	()	()
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N. CERTIFICATION OF HEARING IMPAIRED AS INTERPRETERS

Professionals and government officials should develop provisions for the certification of the hearing impaired as sign language interpreters in special situations.

N	()	()	()
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O. DEAF VOLUNTEERS TEACHING SIGN LANGUAGE

The deaf population should form a volunteer group to teach sign language to personnel in hospitals, police stations, fire departments, businesses, and members of community groups.

O	()	()	()
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SOCIAL CONCERNS

Ballot: Issue SOC VII-3

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC VII-3 SOCIAL CONCERNS—COMMUNICATIONS: TECHNIQUES, SYSTEMS, DEVICES

Given the cost factors, how can the priorities for the design and production of new or modification of existing communication systems and devices best be identified and met?

A. COMMUNICATION SYSTEMS AND DEVICES

Research is needed to identify, develop or modify special communications systems or devices.

A () () ()

B. DEVELOPMENT OF ELECTRONIC TELEPHONE

The telephone company should develop, through its research and development facilities, telephone communications devices at reasonable costs for the hearing impaired and other handicapped individuals.

B () () ()

C. CREATION OF FEDERAL INSTITUTE CONDITIONS

The federal government should create a new federal agency or institute which would develop a data bank, coordinate and publicize the awards of research grants in the communications field, develop a mass media public relations program, and carry out other research, development and service activities.

C () () ()

D. INCENTIVES TO DEVELOP COMMUNICATION DEVICES

The federal government should develop tax incentives, grants or tax credits to encourage the design, production and marketing of standardized communication devices for handicapped people at reasonable cost.

D () () ()

E. HANDICAP/COMMUNICATION INSTRUCTION

The Congress should amend Public Law 94-142 to mandate school districts to include in their required curriculum instruction about all handicapping conditions and the various communication systems and devices needed and utilized by handicapped individuals.

E () () ()

F. NATIONAL COMMUNICATIONS CONFERENCE

The federal government should convene a national communications conference to establish communications terminology, signage and graphics for use by all media, agencies, schools, and the general public.

F () () ()

G. DIRECTORIES OF SERVICES

The Library of Congress and state libraries should publish directories of reader services for the visually impaired, hearing impaired and physically handicapped on a state or regional basis.

G () () ()

SOCIAL CONCERNS

Ballot: Issue SOC VII-3

Recom- mendation	Priority Vote		
	1st	2nd	3rd

H. PRODUCTION OF INDIVIDUAL TELETYPEWRITER

The telephone industry should produce teletypewriters for handicapped individuals at minimum cost.

H	(	)	(	)	(	)
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I. FEDERAL EVALUATION OF AIDS

The federal government should evaluate all aids and devices for quality, safety and cost and should recommend improvements and cost reductions.

I	(	)	(	)	(	)
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SOCIAL CONCERNS

Ballot: Issue SOC VII-5

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC VII-5 SOCIAL CONCERNS—COMMUNICATIONS: TECHNIQUES, SYSTEMS, DEVICES

How should standards for communication systems and devices for disabled persons be established and implemented?

A. FCC COORDINATION OF STANDARDS

The Federal Communications Commission should coordinate the development of standards for communications systems and devices for disabled persons.

A () () ()

B. BUILDING CODE STANDARDS

Federal, state and local governments should pass legislation to include standards for the development of communication systems for the handicapped population in public building codes.

B () () ()

C. CONSUMER INPUT

The Federal Communications Commission should include a representative of the disabled and seek consumer input in the establishment of standards for communications systems and devices.

C () () ()

D. AUDIOLOGICAL CENTERS

States should establish audiological centers with trained personnel and equipment to provide free evaluation services, audiophone training, and follow-up for the hearing impaired.

D () () ()

E. ISSUE, EVALUATE, REPAIR, AND REGISTER DEVICES

State rehabilitation centers or other appropriate agencies should provide for services which issue, evaluate, repair, and register devices.

E () () ()

F. ADVISORY COMMITTEES

State and/or federal legislation should establish advisory committees, with a majority of the membership composed of handicapped individuals, which would be required to pass on all new communications devices or systems.

F () () ()

G. CONFERENCE ON MANUFACTURERS

The President of the United States should call a conference of communication manufacturers to develop standards for communication systems and devices.

G () () ()

SOCIAL CONCERNS

Ballot: Issue SOC VII-5

Recom- mendation	Priority Vote		
	1st	2nd	3rd
H	()	()	()

H. DOCTORAL RESEARCH GRANTS

The federal government should make grants available for doctoral research projects related to the development of standards for communication systems and devices.

I. INTERPRETER STANDARDS

The federal government should establish national standards for interpreters for the deaf.

I () () ()

J. FILM STANDARDS

New standards for films should be developed which require captions or subtitles for hearing impaired viewers.

J () () ()

K. PRICE STANDARDS

The federal government should establish price standards for communication devices and equipment for hearing impaired individuals.

K () () ()

L. FCC INITIATE STANDARDS LEGISLATION

The Federal Communications Commission should be responsible for initiating legislation to set standards for communications devices and systems which would then become requirements for licensing of communications systems.

L () () ()

SOCIAL CONCERNS

Ballot: Issue SOC VII-10

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC VII-10 SOCIAL CONCERNS—COMMUNICATIONS: TECHNIQUES, SYSTEMS, DEVICES

What research is needed to solve the communication problems of handicapped persons and how should it be funded?

A. NEEDS IDENTIFIED THROUGH CENSUS

Federal and state governments should take a census to identify all persons with communication handicaps.

A () () ()

B. UPGRADING HEARING AIDS

Research programs should be funded to upgrade the quality of hearing aids.

B () () ()

C. PUBLIC RELATIONS

Federal and state governments should establish research programs about how to improve public information on the communication problems of handicapped persons.

C () () ()

D. TV EMERGENCY NOTIFICATION

Federal and state governments should fund research programs to develop adequate emergency notification systems for the hearing impaired via television.

D () () ()

E. CONSUMER REVIEW PANEL FOR RESEARCH PROPOSALS

Funding agencies should have research proposals related to the handicapped reviewed by a consumer review panel to determine the usefulness of the research results to the handicapped community.

E () () ()

F. RESEARCH ON TALKING BOOK TECHNOLOGY

Research is needed to improve the talking book technology to meet the needs of the severely impaired persons.

F () () ()

G. FEDERAL AGENCY FOR RESEARCH

The federal government should establish a new federal agency similar to the Administration on Aging to focus on research problems and act as an advocate for the handicapped.

G () () ()

H. NIH RESEARCH ON COMMUNICATIONS DEVICES

The National Institutes of Health should fund research to develop an array of communications devices to benefit communication-impaired individuals.

H () () ()

SOCIAL CONCERNS

I. RESEARCH ON BRAILLED TTY

The federal government should fund research to develop a Brailled teletypewriter with Braille or other printouts which can be used by the deaf-blind.

J. SPECIAL NEEDS OF MENTALLY RETARDED

The special communication needs of the mentally retarded should be taken into consideration in all public documents.

K. NEW TELEPHONE-TTY EQUIPMENT

Research should be conducted to develop better communications techniques and equipment, including a telephone unit whereby the oral deaf person could receive by teletypewriter but outgoing messages could be received by telephone.

Ballot: Issue SOC VII-10

Recom- mendation	Priority Vote		
	1st	2nd	3rd
I	()	()	()
J	()	()	()
K	()	()	()

SOCIAL CONCERNS

Ballot: Issue SOC VII-8

Recom- mendation	Priority Vote		
	1st	2nd	3rd

SOC VII-8 SOCIAL CONCERNS—COMMUNICATIONS: TECHNIQUES, SYSTEMS, DEVICES

How can transportation systems be adapted to meet the communication needs of handicapped individuals?

A. ARRIVAL/DEPARTURE ANNOUNCEMENTS

Municipalities should institute both visual and auditory announcement systems in public transportation terminals with simply worded statements that are large and easy to read.

A () () ()

B. INTRANSIT ANNOUNCEMENTS

Transportation agencies should establish procedures whereby in-transit announcements are made both auditorily and visually.

B () () ()

C. TTYS INSTALLED IN TERMINALS

Municipalities should equip public transportation terminals with teletypewriters (TTY).

C () () ()

D. SPECIAL TRAVEL MATTERS

Municipalities should establish a centralized service area within public transportation terminals where all special travel needs of handicapped consumers can be met.

D () () ()

E. IN-TRANSIT ADAPTIONS (AIR)

Airlines should be required to include one cabin attendant per scheduled flight who can converse in the language of signs for the deaf.

E () () ()

F. TRANSPORT SYSTEMS SCHEDULES

Transportation agencies should post standing notices in papers and on bulletin boards at vehicle stops of local schedules (e.g., bus and subway).

F () () ()

G. TRAVEL AGENCIES

Travel agencies and staff should be informed of the special needs of handicapped individuals when traveling.

G () () ()

H. BUS ROUTE INFORMATION FOR BLIND PASSENGERS

Federal, state or local funds should be made available to equip buses with automatic recording devices to inform blind passengers of the bus route. Color coding of routes should be used for visually impaired and retarded persons.

H () () ()

SOCIAL CONCERNS

I. BRAILLE TRANSPORTATION INFORMATION

Transportation agencies should institute the use of Braille in transportation terminals and vehicles to assist the visually impaired in decoding instructions, directions and destinations.

J. LOCAL TRANSPORTATION SERVICE

States, private companies or volunteer agencies should establish local transportation services for the handicapped.

Ballot: Issue SOC VII-8

Recom- mendation	Priority Vote		
	1st	2nd	3rd
I	(	)	() ()

J	(	)	() ()
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